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TIME DATED WEEKLY NEWS

Unstoppable!

Carr flies to 11th Peoria TT win

Tony Lang (Suz) defeated **Dan Butters** (Kaw) for the Top Fuel crown during the AMA/Prostar Thunder Nationals at Indianapolis Raceway Park in Indianapolis, Indiana, on August 15. **Gary Clark** (Kaw) scored the victory in the Funnybike final, taking the win light over **Bryan Bennett** (Kaw). **Rickey Gadson** (Kaw) was once again the top eliminator in the Pro Superbike category. Gadson downed **Michael Iantorno** (Suz) in the final round.

Former 800cc National Champion **Lou Gerencer** led a Harley-Davidson sweep of the top four spots at the Poag's Hole National Hillclimb on August 15. Gerencer topped **Steve Dresser** and **James Large**. The 540cc class was won by **Scott McNeely** over his father, **Roger McNeely**. **Charlie Roberts** was third.

Mark your calendars, because everything appears to be on track for **Grand Prix** road racing to return to the United States in 2000, based on the outcome of an FIM inspection at Road America in Elkhart Lake, Wisconsin, on Wednesday, August 11. A six-man team was present at **Road America**, including the FIM's Claude Danis, riders' representative Franco Uncini, Tag Sport Ltd's William Kautz, AMA road racing manager Ron Barrick, Road America's general manager George Bruggenthies and Dorna's Dennis Noyes. The group enthusiastically approved a new version of the Road America race track, according to Noyes. Although the existing four-mile Road America track won't be changed, a new section will be added for the Grand Prix - with the section of track from the Kink to Canada Corner being eliminated. The new section will be linked to the traditional circuit and will be over three miles in length, with the existing configuration remaining intact for other Road America racing activities. Although final approval for the race must come from the Road America Board of Directors, the Tag Sports-promoted event has been tentatively scheduled for **August 4-6**, and it will make up round 10 of the World Championship Road Race Series.

Georgian **Aaron Yates** has signed a two-year contract to ride Yoshimura Suzukis in the 2000-2001 AMA Superbike and 600cc Supersport Championships, though don't expect an official announcement until later in the year. Yates, who signed his first professional contract with Suzukis in 1996 before switching to the Muzzy Kawasaki team for 1999, is the first of the big-name road racers to sign a contract as silly season picks up steam. Yates will join incumbent **Mat Mladin** on the team, and it now appears that **Jason Pridmore** will also resign with Suzuki. Originally, the team was slated to be cut down to three riders, but there is still some speculation that a fourth will be added. Even so, it appears that neither Steve Rapp or Steve Crevier will be resigned, and they join an impressive group of riders who do not yet have contracts for the 2000 season. The top riders without contracts for the coming season - in addition to Rapp and Crevier - are Miguel DuHamel, Doug Chandler, Tommy Hayden, Jamie Hacking, Pascal Picotte, Rich Oliver, Tom Kipp, Matt Wait, Larry Pegram, Eric Bostrom, Kurtis Roberts and Josh Hayes.

AMA Superbike National Champion **Ben Bostrom** has a verbal agreement to rejoin the Vance & Hines Ducati team for 2000. "We've signed a letter of intent," Bostrom's manager Fred Bramblett said on Thursday, August 12. "Terry (Vance) has told us it's a done deal, and there's no reason to doubt Terry. He's signed it, Ben's signed it and I've signed, it's just a matter of waiting for the paperwork." Bostrom's offers to go elsewhere were plentiful, including some for World Superbike and Grand Prix racing. "Everyone had an interest," Bramblett said. Among those showing interest were the big four Japanese companies in AMA Superbike, Aprilia in World Superbike and MuZ for Grand Prix racing. "We think it's best for him to race here for one more year," Bramblett added. "He's (Bostrom) comfortable with Terry, the team and the Ducati."

Kawasaki race team manager **Mike Preston** hasn't signed any riders for the new in-house Kawasaki road race team for the 2000 season, though he's been busy talking to as many riders and/or managers as possible. In the meantime, Preston just finished guiding Kawasaki's personal watercraft racing team to two IJSBA National Championships. With just the IJSBA World Finals remaining in October, Preston's focus has turned to the road race team. Naturally, **Doug Chandler** is at the top of his list for riders. "We want to keep Chandler, but evidently some other people want him as well," Preston said on Thursday, August 12. "I'm nowhere yet and things have been moving a little slower than I'd like, but I've been talking to a lot of the riders and managers. I expect some things to happen here in the next couple of weeks." Little known fact: Mike Preston has worked at Kawasaki for 19 years - mostly in the motorcycle research and development department.

Jordan Szoke (Hon) scored his third straight win in the Toyota Canada Superbike Championship on August 15, topping **Francis Martin** (Kaw) by .98 of a second to win the superbike final at Autodrome St.- Felicien in St. Felicien, Quebec. Third place went to **Jeff Williams** (Kaw). Martin leads the championship points chase over **Michael Taylor**, fifth in St. Felicien, by 34 points, 281-247, with one round remaining. Williams is third with 236 points, just one better than Szoke. The 600cc Sport Bike race was won by **Owen Weichel** (Hon) over **Jeff Snyd** (Hon) and **Jean-Francois Cyr** (Yam), but **Linnley Clarke** captured the championship via his fourth-place finish. The Open Sport Bike race was won by **Benoit Pilon** (Yam) over Taylor and Cyr.

Whether or not **Miguel DuHamel** will ride at the season-ending AMA Superbike round at Pikes Peak Raceway in Fountain, Colorado, has yet to be decided, according to his manager Alan Labrosse. Although Labrosse says that DuHamel is more fit at this point than when he won the Daytona 200 in March, the bone in his broken leg is only 70 percent healed.

Italian **Valentino Rossi** recently completed a test session at Mugello in Italy, using a new chassis for the Aprilia RSW250 GP racer, according to *Cycle News* contributor Paolo Gozzi. The new chassis was designed to improve traction, Rossi's main complaint during the first half of the season. Rossi did some 57 laps on the first day with a best lap of 1:56.6, then did 68 laps on day two with a best effort of 1:55.7 - half a second above his fastest lap set at Mugello on June 6 at the Italian Grand Prix. "The track surface wasn't so good about grip," Rossi said. "With better conditions, I would be able to get down under my record. The new chassis is really good. Now the traction is a lot better, and we found already a good rear setup. My feeling with the new bike is excellent and I ask to have it for the next race at Brno (August 22)." Rossi also rode the same motorcycle he used to win the German Grand Prix, and he lapped at 1:56.1 on that bike. "Now we will have a little advantage in respect to the last races," Rossi said. "But the season is still very long and hard. Seven GP remain and also the Honda NSR is now really fast. I think that also the Japanese technicians weren't at the beach during this break. I expect to find (Tohru) Ukawa and (Loris) Capirossi with better things in their hands at Brno." Aprilia and Rossi are continuing to talk about next year. "In effect we talk a lot after the German GP, and now I have everything to make decisions," Rossi said. "But before talking of 2000, I want to win this title."

At the same Aprilia test, **Ralf Waldmann** and **Franco Battaini** also tested new parts. In addition, Waldmann had a ride on the Aprilia RSV Mille Superbike, turning in some four laps. "An interesting experience," said Walmann. Waldmann lapped at 1:56.0 while Battaini did a 1:57.0, both on their Aprilia 250s.

Aprilia also tested a **fuel-injection system** on its **Aprilia RSW500** with tester Alessandro Antonello, doing some 70 laps over the two days on the bike. This was the first outing for the bike with the injection system, as Tetsuya Harada has been competing in the 500cc Grands Prix with Dell'Orto carburetors. The development of the fuel-injection system was scheduled for last winter, but other problems with the bike took priority.

According to reports from Europe, **Jean-Michel Bayle** suffered a broken heel in a mountain bike crash last week. The Modenas factory rider was slated to return to action at the Czech Republic Grand Prix on August 22.

Motocrosser **Mike LaRocco** has renewed his contract with the Factory Connection team and American Honda, according to his manager Fred Bramblett. LaRocco's new deal is for two years. LaRocco has also inked a new two-year deal with O'Neal Racing to wear their pants, jerseys, helmets, gloves and chest protectors.

Loretta Lynn notes: Three minicycle racers from the Loretta Lynn's AMA Amateur MX Championships were selected for the U.S. entry in the first-ever FIM **Minicycle des Nations** set to take place on August 28 in Gaildorf, Germany. The youth race will include three riders from each nation entered, including France, Italy, England and Holland. The racing will take place as part of the German round of the 250cc World MX Championships. The riders selected to make up Team USA are Ohio's Gavin Gracyk, California's Shane Bess, and Florida's James Stewart Jr. Scott USA's Bevo Forti said after the three young men were announced, "With these three riding for America, I would hate to be one of those European kids."

The top 14 finishers from the 85cc Stock (12-13) class at Loretta Lynn's were invited after their final moto on Friday, August 6 to attend the **U.S. Open of Supercross** in Las Vegas (October 9-10) and participate in the minicycle race. Tim Clark and his wife Cindy were on hand to pass out the invites for the second annual race. Among the riders making the cut were Florida's James Stewart Jr., Pennsylvania's Broc Hepler, Las Vegas' own Kyle Partridge, Floridians Matt Goerke and Bryan Johnson Jr., Indiana's Shawn Clark and Georgia's Shane Lusk, Erza Lusk's younger brother.

Sports Illustrated for Kids was on hand at Loretta Lynn's to do a story on 11-year-old Florida minicycle star **Davy Millsaps**. The Suzuki-mounted Millsaps won the 85cc Stock (7-11) class with a three-moto sweep. Millsaps also finished 19th overall in the 85cc Modified (9-13) class with an 18-2-42 score.

The AMA's **State Championship Trophy** at Loretta Lynn's saw a tie between California and Florida for the best overall scores, but California earned the trophy based on more second-place finishes. Riders from California who won classes at the AMA Amateur Nationals were Shane Bess (Oxnard), Bobby Bonds (Maricopa), Billy Payne (Simi Valley), Mike Alessi (Moorpark), Ryan Morais (Turlock) and Sean Hamblin (Quail Valley).

Australian road racer **Mark Willis** will lease a Modenas KR3 from team owner Kenny Roberts for the next three 500cc Grands Prix. Willis had hoped to ride the New Zealand-built BSL, but the bike still isn't race ready. Willis will ride the Modenas in the Czech Republic Grand Prix on August 22, the San Marino Grand Prix on September 5 and the Valencia Grand Prix on September 19. Willis has also hinted that he may be on the Modenas for his home Grand Prix on October 3. "The BSL is still undergoing some testing in New Zealand, so until it is ready we will be racing a Modenas," Willis said. "At this stage, we will probably use the Modenas at Phillip Island as well. Riding the Modenas in the next few races will be a good opportunity for me to gain some valuable racing miles before Phillip Island. I am really looking forward to it."

Five-time World Champion **Mick Doohan** has postponed his return to 500cc Grand Prix racing. Doohan was originally slated to make his return at the Czech Republic Grand Prix on August 22, but problems with an injured arm have forced him to change his mind. He is still recuperating in Northern California and is now hoping to be fit for the either the Imola round on September 5, or the Valencia round on September 19.

Vintage Iron will once again promote the **Vintage Iron World Championships** at Glen Helen Raceway in San Bernardino, California, on October 30-31. The '98 running of the event saw riders and teams from 32 states compete, plus riders from Australia, England, Canada, Denmark, Sweden and France. The event will have a class structure to accommodate all motocross machines from the Pre-'65 era to the mid-'80s. New for this year will be the Evolution 3 class which will be open to all machines that were originally manufactured with drum brakes (linkage rear suspension and water-cooled machines will be eligible in this category only). For more information on the event, call 714/694-0066.

Motocrosser **Travis Pastrana** was awarded the **AMA Motocross Horizon**

Award after the weeklong AMA Amateur Motocross Nationals at Loretta Lynn's in Tennessee, August 2-7. Pastrana won the 250cc Open A and 125cc A National Championship titles by winning five of six motos. "I was really astonished when I found out that I won the Horizon Award," Pastrana said. "It's definitely an honor. I've been training my whole life to be a motocross racer, but in the last three years I've been hurt and unable to race much. Next year I'm focusing on racing."

More explanation Dept.: Although we've been through this before, it's worth explaining again. The AMA has announced that it will be using a new **numbering system** for motocross and supercross riders, beginning with the 2000 season. The new system, developed with the support of the factory teams and the motocross advisory board, according to the AMA, allows past champions, current champions and riders who have earned a top-10 national ranking to select and retain a national number from year to year. "National Champions and top-10 riders will earn the right to keep the same national number, making them more recognizable to the fans," said AMA Pro Racing director of competition Merrill Vanderslice. "This year-to-year consistency will also enable teams and sponsors to more effectively promote their riders. Up-and-coming riders will still have the opportunity to ascend in the national number system, and can earn the opportunity to adopt a national number." The new system is as follows: Number 1 will be reserved for the current National Champion in each series; numbers 2 through 9 will be reserved for past National Champions in active competition. Under the new system, riders who complete the 1999 season ranked in the top 10 can choose any available national number, which will then remain assigned to them until such time as they win a National Championship or withdraw from competition. The current numbering system will still apply to riders finishing the season ranked from 11th to 999th. They will be assigned available numbers corresponding to their earned National ranking. Riders placing in the National top-100 will be assigned available two-digit numbers until those numbers have been depleted. "While we've been in the process of reviewing this new system, there's been some misinformation floating around," Vanderslice said. "I've read letters from fans and riders who mistakenly believe that we were proposing something akin to NASCAR's system. Nothing could be further from reality. This system is very similar to the way things are done in other AMA Pro Racing divisions."

According to a press release issued by Yamaha, the company has reached an out-of-court settlement with former team member **Kevin Windham**. "The parties agreed than an out-of-court settlement of this dispute was in the best interests of both parties and for the sport of motocross. This settlement will allow both Yamaha and Kevin Windham to put this dispute behind them. Terms of the settlement are confidential," the release stated. Windham left Yamaha at the end of last year to join Honda's motocross/supercross team, despite the fact that he was still under contract with Yamaha.

Injured Canadian road racer **Kevin Lacombe** was scheduled to fly home to Granby, Quebec on Monday, August 16 to continue his recovery from injuries suffered during qualifying for the Open Sport Bike event at Atlantic Motorsport Park on August 7. The 16-year-old was treated at the Queen Elizabeth Health Center in Halifax. Lacombe awoke from a light coma the morning after the crash and he underwent surgery that afternoon to stabilize his broken pelvis. Lacombe also suffered a dislocated shoulder and a cracked rib in the accident. A full recovery is expected to take three months.

The **frames** from the top three finishers in the AMA 600cc Supersport race at Brainerd International Raceway on August 1 were **impounded** during post-race tech inspection and were taken back to the AMA Pro Racing headquarters in Pickerington, Ohio, for detailed inspection. The frames of the Yamaha of race winner Jamie Hacking, and the Hondas of runner-up Kurtis Roberts and third-place finisher Nicky Hayden were checked using a five-axis, high-precision coordinate machine, with the results compared to legal dimensions derived from stock homologation frames. All three of the frames passed the inspection. The stock homologation frames were taken from complete production motorcycles that were supplied to the AMA by the factories at the start of the season.

Here is a list of the **Club riders** who will be representing the United States at this year's International Six-Day Enduro in Combra, Portugal, next month: Jeff Fredette, Drew Smith, Terry Cunningham, Steve Silvestri, Brian Sperle, Paul Krause, Mark Stevens, Alex McElyea, Mark Miller, Dave Neumeister, Jeremy Ketchum, John Burgard, Michael Sigety, Mark Spence, John Ross, Ron Schmelzle, Brian Storrie, Matt Stavish, Jim Thomson, Mark Adkins, Curt Wilcox, Noland Knight, Blake Plonsky, Zach Ivey, Steve Swension, Mike Windmann, Mike Monroe, Bill Rush, John Beal and Jim Conner.

Southland Cycle Center will be displaying the **2000 Suzuki RM250** at Glen Helen Raceway in San Bernardino, California, on August 22. For more information, call 714/893-5091.

The Vintage Dirt Track Racers Association dirt track events scheduled for Playfair Raceway have been **cancelled**. Rounds 14 and 15 of the VDTRA All-Stars Flattrack Racing Series were set to take place at the Spokane, Washington, facility August 27 and 28. The facility has reportedly been in operational-limbo for the past eight months while leessees and facility owners worked out their conditions for operation with the racing commission. No arrangements could be worked out by the date sanctioned for the VDTRA All-Stars National. Plans are underway to reschedule the VDTRA events for year 2000 if the facility once again becomes available.

Duncan Farley, 34, was killed in a road race at Caldwell Park in England on August 7. Farley was the TV and marketing director of the World Superbike Championship.

Jack Turner of Shawnee, Kansas, has been chosen by AHRMA's Board of Trustees to replace retiring executive director **Jeff Smith** later this year. Turner, 55, has served as director of AHRMA's National road racing program since 1991. "We are very pleased to have Jack Turner as our next executive director," said AHRMA chairman Fred Mork. "AHRMA enjoys the reputation of having one of the best-run road racing programs anywhere, and this is a testimonial to Jack's skills as a manager. He has been involved with AHRMA since almost the very beginning, so he knows the organization inside and out. We are confident he will do a fine job." Smith, 65, has agreed to continue as consultant to AHRMA for a year.

Bill Robertson, 62, died at his home in Universal City, California, on August 7 after a four-year battle with cancer. Robertson rode the first timed Tijuana to La Paz off-road race in 1962 with Dave Elkins, completing the event in 36 hours. Robertson also owned Honda of Hollywood and Honda of North Hollywood dealerships that now also sell Suzuki, Yamaha, Kawasaki, Sea-Doo and BMW. He is survived by his wife, Pat, and sons, Donald and Billy.

International Speedway Inc. will host the **Youth Motorized Olympics** and **Adult Mini Cycle Championship** at the Orange County Fairgrounds in Costa Mesa, California, on August 28. For more information, call 949/492-9933.

Charlene Morgan, 45, the wife of longtime Grand National Championship chiropractor Dr. Dale Morgan, died on August 9 after suffering a massive stroke. The couple had just returned from the rained-out GNC race at I-96 Speedway when the stroke occurred. Cards and letters can be sent to Morgan at 1100 W. University Dr., Rochester, WI 48307. The family is requesting that donations be made to the Steel Shoe Fund at 4630 W. Mill Rd., Milwaukee, WI 53218.

The **Cyclepro Summer BBQ**, scheduled for Cloverdale, California, on August 22, will donate a portion of its proceeds to the Craig Wesner ISDE Fund. For more information, call 707/527-8888.

EGM Promotions will be hosting the **Sports Riders Association of Colorado/Mazda Trucks SX Series Championship** race in Greeley, Colorado, on Saturday, August 28. Double points will be paid out to all classes. For more information, call SRAC at 970/989-7436.

AUTOGRAPH SIGNING: By Yoshimura Suzuki's Jason Pridmore and Team Moto XXX's Travis Preston, scheduled to appear at Honda/Suzuki/Yamaha in Goleta, California, on August 21 from 9 a.m. to 5 p.m. For more information, call 805/967-9898.

AUTOGRAPH SIGNING: At Honda Kawasaki West in Fort Worth, Texas, on September 11 from 10 a.m. to 4 p.m. Three-time World Champion Freddie Spencer and three-time AMA Grand National Champion Bubba Shobert are scheduled to attend. For more information, call 817/244-5201.

CORRECTION: Our coverage of the Yamaha Dealers Series MX from Glen Helen in San Bernardino, California on July 18 featured an incorrect result from the Pee Wee class. Landon Currier, riding a Cobra, in fact won the race. CN

Crafar tests the Aprilia RSV Mille

PHOTO BY FABRIZIO PORROZZI

After a miserable 1999 season in which he was fired from the Red Bull Yamaha 500cc Grand Prix team, New Zealander Simon Crafar is trying to rebuild his career. He took another step toward that by testing the Aprilia RSV Mille Superbike at Mugello in Italy, August 10-11.

Crafar tested two bikes from Aprilia's Reparto Corse, the same machines ridden by test rider Alessandro Antonello during the Monza, Italy, round of the World Superbike Championship. With team rider Peter Goddard's results improving as Aprilia's debut season in the World Superbike Series continues, Aprilia is seeking ways to accelerate the bike's development. Crafar is an experienced racer who has ridden Ducatis, a factory Honda RC45 and a factory Kawasaki during his World Superbike career that went from 1993 to 1997. The Kiwi has raced in 116 World Superbike races, but is still without a win. He did, however, win the British 500cc Grand Prix last year on the Red Bull Yamaha.

Crafar spent the first day of the test getting the bike fitted to his liking, and he turned in 30 laps. On the second day, Crafar completed 54 laps with a best lap of 1:57.7. Whether or not that is a good time remains unknown, based on the condition of the race track. The superbike lap record at Mugello is a 1:56.305, set in 1994 by Scott Russell on the factory Kawasaki. Aprilia test rider Antonello lapped at 1:55.5 a few weeks ago and the Ducati factory riders have lapped in the 55s on the track they frequently use for testing.

"In two days it's impossible to know a bike very well that you've never ridden before," Crafar said. "Furthermore, the track is too hot and too dirty to set good times. It's very difficult to know if my time is good or not. In any case, I got a good feeling returning to the Dunlop tires. This season I've had a lot of problems with the Michelins."

Crafar rode the Yamaha R7 a few weeks ago during pre-Suzuka 8 Hours testing.

"The Aprilia RSV Mille and Yamaha R7 are at same level," Crafar said. "Both bikes need a lot of improvement to arrive at the top. My riding style is very different from (Peter) Goddard and (Alessandro) Antonello, and I needed to change the set-up a lot. With one or two more days I know I could do better."

Aprilia project leader Giuseppe Bernicchia said prior to Crafar's test that Aprilia will finish this season with Goddard exclusively. With three consecutive races coming up in Austria, Holland and Germany, and a long trip to Japan to follow, it would be impossible to add a rider at this point in the season, Bernicchia said.

Could Crafar end up at Aprilia for 2000? For sure the team will consist of two riders next year. In addition, the current team will likely be reorganized with the team going in-house in 2000. Aprilia's goal is to have one rider who can bring them podium positions and a second rider who they hope will be a rising star.

Paolo Gozzi

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Voices

LETTERS TO THE EDITOR

No helmets?

I see that the AMA now requires the riders to wear helmets on their victory laps. This is the same organization that spends thousands of dollars a year fighting for bikers to not wear helmets on the street. Isn't this rather hypocritical?

Jim Kurk
Lino Lakes, MN

Wasted time

I've been a Grand National Dirt Track fan for years through *Cycle News*. I'm well aware of the crying about small purses and diminishing fans while other fans of motorsports are gaining in popularity every year.

I attended my first race at Eldora and it didn't taste so good. Running a shortened program because of the very real threat of rain, I witnessed some excellent riding by Kevin Varnes, Steve Morehead, Geo Roeder, etc. But I left feeling gypped when the final was canceled by rain.

Thousands of fans waited patiently for the real racing to start - a race with all of the top riders together - only to see the rain come as the riders were being introduced on the podium.

A final - at 25 laps/20 seconds a lap - should take less than 8 1/2 minutes to complete. And that's what the fans come to see. Somebody at the AMA needs to get a clue. Why can't the opening-ceremony interviews and introductions be done while the trucks are working on the track? A conservative guess estimates that 30 minutes of prime track time was wasted - and all the fans needed was 8 1/2 minutes.

Michael Clauss
Carey, OH

Nice guy, Ward

I am an Amateur motocross racer and I recently raced the Women's Nationals in Washougal, Washington. My husband and I also stayed to watch the men race on Sunday, and when we left we got stuck in a three-hour traffic jam. We finally got to the highway, but the cars were still bumper to bumper.

Anyway, there was a car in front of us and he pulled onto the shoulder and waved us on. As we got close to him, he asked us if we knew a faster way out of town. My husband told him this was the only way and the man pulled back in front of us. My husband thought he looked familiar, but he couldn't put a finger on who it was. Again, the car pulled over and waved us on. This time he said, "Want to chat? We aren't going anywhere fast." That's when my husband realized who the gentleman was - Larry Ward.

We were so excited. Mr. Ward asked who raced (my motorcycle was in the back of the truck) and I told him it was me. He asked how I did and if I was going to do the last round in New York. We talked about the track conditions and how fast he is and how fast I wish I was. The traffic was starting to thin out, but before he merged back in line he was nice enough to sign my helmet. That must have been a sight - to see two cars driving side by side, with a helmet being handed between them.

I can't tell you what a great guy Larry Ward is. My husband and I had over three hours to drive back to Seattle and it seemed like only minutes. I know I had a permanent grin for an entire week. I wanted to write and tell everyone that even though we look up to these racers and put them on pedestals, they are human, and Larry Ward is a wonderful one.

Marie Norton-Olsen
cr250sissy@uswest.net

Larry Ward - nice guy, fast racer.

Larry Pegram - cool?

I have to agree with Shelley Harris' letter - "Handcuffed in Ohio." The Mid-Ohio track's overzealous security regime and owner's lack of interest in the well-being of the participants makes my annual trek to this track a much-dreaded event. Apart from Shelley and Kevin Schwantz' unfortunate run-in with the dumb arm of the law, the list of racer-related horror stories at Mid-Ohio is too lengthy to report in your publication. The track needs to wake up and realize that when the circus is in town, you don't harass the performers. They are there to do their jobs, and part of that is selling tickets to Joe Public - which translates into profit for the track.

In other words, Mid-Ohio, don't bite the hand that feeds you. To Shelley and Kevin, I'm sorry that you of all people had to experience what you went through, but think about this: The coolest thing to ever come out of Ohio is Larry Pegram - go figure!

Warren Dunham
Nashville, TN

Loyal to Muzzy

Through my eight years as a motorcyclist, there were some things that have always been the way they are. Vance & Hines races Yamahas, Yoshimura raced Suzukis and Muzzy was synonymous with Kawasaki. Over the past couple of years, we have seen corporate philosophies change in the interest of better factory involvement with racing. I think this is a logical step, yet it saddens me to see what I have always known to be change. To see the end of an era.

It was a shock to me when Yamaha took racing in-house, and the Kawasaki move to in-house nearly killed me. Muzzy has always been a top-notch team that has had to compete against the big dollars that Honda always throws at racing.

I must take my hat off to the Muzzy

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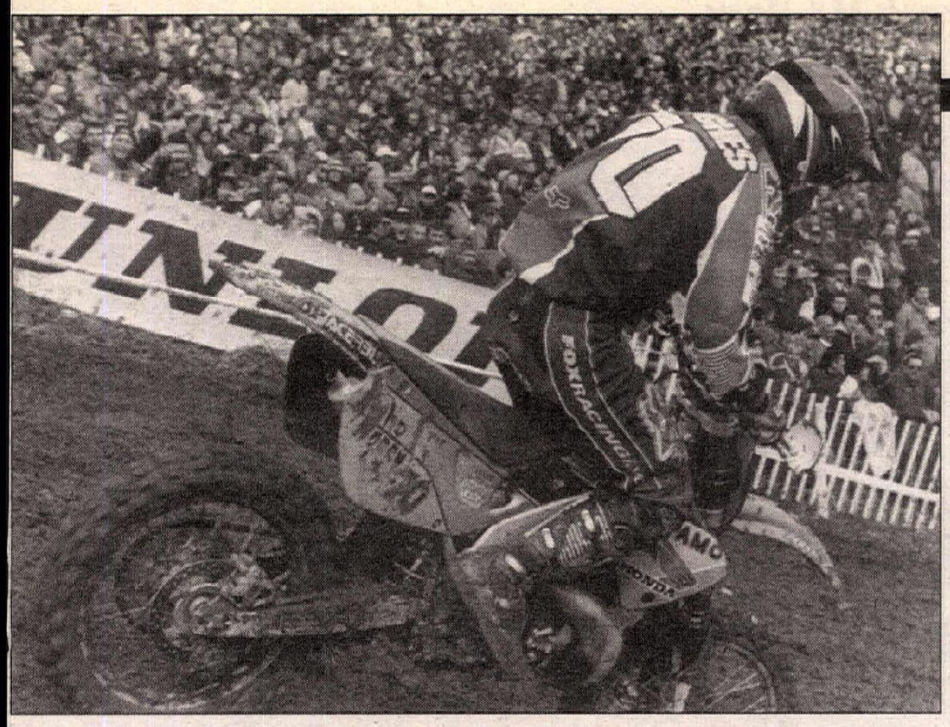
ON THE FRONT COVER

Simply amazing. Chris Carr won the Peoria TT for the 11th time. The win puts him in the driver's seat for the 1999 AMA Grand National Championship. Photo by Flat Trak Fotos.



Ryan Hughes is th e lone American competing in the 250cc World Championship.

team to be continuing their effort while already knowing things are going to end. Any lesser team might struggle after such a blow, but these guys come back and win two races in a row.

I am hopeful that Rob Muzzy will decide to continue racing. I also hope that he knows how loyal a following he has created with excellent products, services, staff and corporate attitude. Thanks for the memories, and hopefully there are more to come.

John Breitbach
jbreitbach@oshtruck.com

Flag-flying

It's hard to believe that you could go to a World Championship motocross race with 12,000 fans and be the only one carrying an American flag. It's happened to me twice this year. The racing is fast, the crowds are huge, and the championship of the world is at stake. Sure, it's a little lonely being what feels like a cheering section of two (Ryan Hughes and myself), but it's worth it.

I just returned from the 250cc Grand Prix in Gydnia, Poland, where the racing was incredible. The track was beautiful, á la Budds Creek, but on the beach (for those who are geographically challenged - the Baltic). And, yes, Hughes turned in another absolutely heroic ride. He came from a first-turn crash to sixth in the first moto and second in the second moto - for third overall. He moved up in the points from fifth to fourth and is steadily gaining experience and speed on the World circuits.

I've been over here working for HBO for the last four years. We've been lucky enough to fulfill a lifetime dream and catch the last few *Motocross des Nations* and several 125/250/500cc GPs per year. You really have to hand it to the Americans who walk away from the security of America and take the huge risk of being a stranger in a strange land. It's not always easy and there is a lot more to lose than gain. Of course, there is a little bit of incentive - a chance to represent America and become a World Champion.

There is something about racing for your country. Most American motocross fans know the feeling of rooting for an American win at *Motocross des Nations*, but outside of America, sports are all about the rivalry between countries. The passion and excitement from the fans and all the flag waving brings a huge amount of energy to the races. For all we like about the Motocross des Nations, the same excitement exists week in and week out on the GP circuit.

The only real problem has been a shortage of American riders. Hughes is alone in the 250cc GPs, Parker in the 500s and Dement and Brown in the 125s. Actually, that is a pretty good lineup compared to last year. Believe it or not, over the last few years it's been very possible that you could attend GPs and not have America represented at all.

Or course, you can argue that the racing over here isn't as fast as in the states. From an American point of view, that may be a popular belief. But I just don't buy it. If you look at riders who have ridden on both sides, the results are similar in the GPs to the results in the States. For example, Hughes' recent ride in the AMA National netted him a similar result as his 250cc GP outings (give him a factory bike and watch out). Vohland's results in the U.S. and Europe are comparable, and Tortelli dominated in Europe and was on his way to doing the same in the AMA Nationals. The fact is, the racing is fast and exciting on both sides of the ocean.

Why am I writing? First, to say "hats off" to our guys who have taken a shot at the World Championship by dedicating themselves to the Grands Prix. Second, to say that there is a shortage of riders representing the old USA over here.

Come on, guys - the food's a little different, but the lifestyle can be one to appreciate. Finally, I want to give credit to the guys I've had the pleasure of watching over the last few years - guys like Vohland, Moore, Demend, Hancock, Hamill, Brown, Hughes, Kocinski and Roberts.

Great job and thanks for waving the flag for all of us.

Phil Roter
postmaster@roterfam.atomnet.pl

Priorities in order

About a half-hour before Davey Camlin's accident, J.B. Norris called him up to the stage to interview him. Norris talked about Camlin's two wins at Du Quoin and Springfield and said that must have been one of the greatest days of his life. Davey said an immediate No. The greatest days of his life were when he met and married his wife, Melissa, and when he found and took the Lord Jesus Christ as his lord and savior - and then came the racing.

Camlin was a neat young man who had his life and priorities in order. Godspeed, Davey.

Al Burke
old91@aol.com

More on Camlin

Every time I swing my leg over my dirt bike or Harley, I will remember Davey Camlin. During the time I was associated with him, Davey always impressed me with his riding ability and his love of life and racing. I am deeply saddened that the time we knew each other was so short.

Davey was a person who truly loved what he did, and he embodied all the qualities of a champion. He inspired all who had the pleasure of meeting him, and made everyone welcome in his company. Only his charm and warm personality surpassed his incredible riding ability.

All who knew Davey Camlin and love both motorcycles and racing have suffered a terrible loss. We will never forget Davey and will cherish the memory and the contributions he made to motorcycles as well as the positive impact he had on our lives.

Tom Reese
Geneseo, IL

Reese sponsored Camlin in 1997, 1998 and 1999... Editor

Too much $$$$

I have faithfully attended every AMA National Motocross at Kenworthy's (Troy, Ohio) since its inception. This year would be the first time that I would be unable to attend on Sunday, but was planning to race the Amateur event on Saturday. Upon arrival at the gate with my wife, I prepared to pay admission when the worker informed me that I owed $95 to enter - $25 to park and $35 per adult. The $35 admission included entry to the National on Sunday.

I informed the gate worker that we were only there to race on Saturday, but she said she was told to charge that amount per adult for everyone entering on Saturday. This was confirmed by another gate worker. Considering I had not yet paid the entry fee to race or incurred any other expenses, I drove out the exit and returned home.

I race motocross and attend Nationals because I enjoy the sport. I also like the fact that it is affordable to get involved in. Well, that is until now. At $95 to get into the gate, I say, No thanks to Kenworthy's.

David Heckman
Minster, OH

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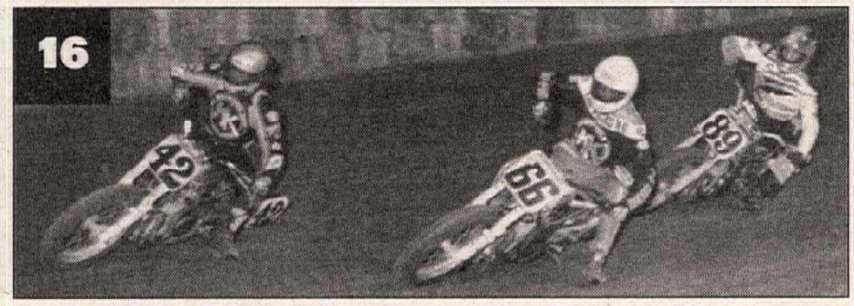

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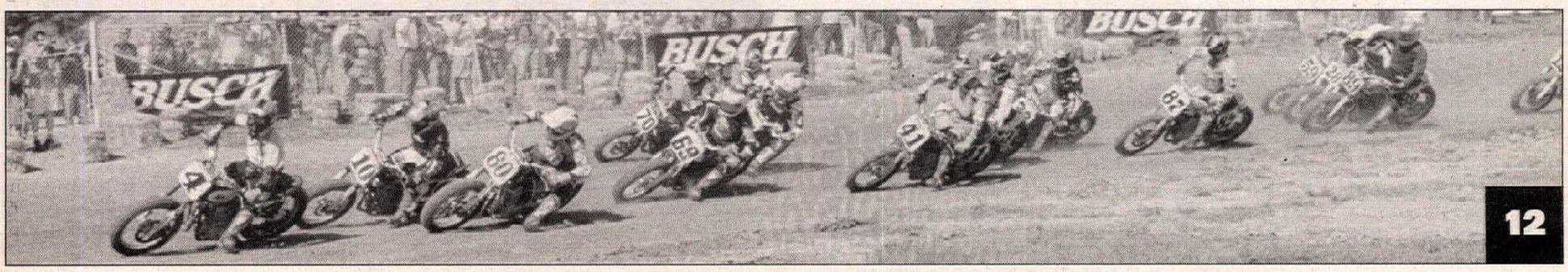

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Round 10: Spring Creek MX Park

AMA/MAZDA TRUCKS NATIONAL CHAMPIONSHIP 250cc MX SERIES

ALBERTYN CLOSING IN

By Davey Coombs
Photos by Karl Ockert

MILLVILLE, MN, AUG. 15

Team Suzuki's Greg Albertyn moved another step closer - actually, nine steps closer - to the 1999 AMA/Mazda 250cc National Motocross Championship title at the 10th round of the series at Spring Creek Motocross Park. The aggressive 26-year-old South African rider scored his second overall win of the series with a 1-2 tally, and picked up nine points on the rest of the field in the process. Albertyn's points lead rose from 26 to 35 with just four motos left in the series.

"You go into every race expecting to win, but it's really nice when it actually happens," said the American Suzuki/MSR/Smith/Alpinestars/Dunlop-backed Albertyn, who already has three World titles from a previous life as a grand prix motocrosser in Europe. "I'm extremely excited about what's going on right now and I feel really lucky to be able to get Suzuki in a position to win this championship."

When asked how he and his mechanic Joe Maurer would be spending the next 14 days before the Broome-Tioga race in New York, Albertyn said, "Work, work, work."

Finishing second overall in Michigan was the resurgent Jimmy Button. Still sparked by the first AMA National victory of his career two weeks ago at the Washougal National, the Yamaha YZ400-mounted Button was bent on showing the world that his win wasn't a fluke. With blistering starts and strong finishes, Button ran 3-3 to secure second overall and maintain his late-season roll.

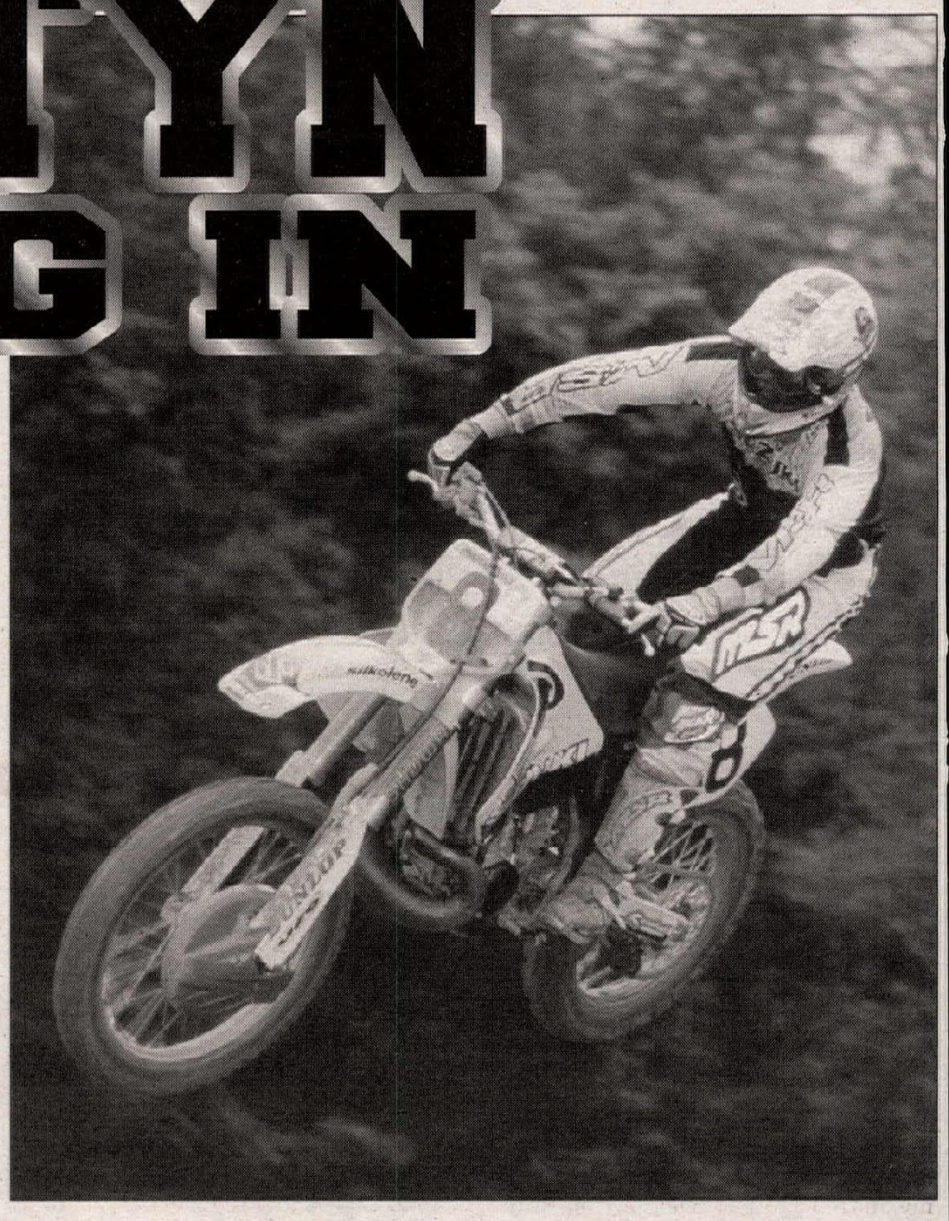
"Coming off of last weekend was a really big confidence-builder," said Button of his renewed sense of confidence and commitment. "We're all great riders out here, and confidence is the thing that can either make you or break you. Last weekend was no fluke - anyone who says Washougal was a lucky deal can all shut up now."

Third overall with a down-and-up day was Team Honda's Kevin Windham. Windham, ranked second in the points standings going into Millville, floundered through the first moto, dropping from an early spot near the front back to eighth, losing valuable points to Albertyn in the process. But in the second moto Windham got it all right, passing the four-Yamaha gauntlet of Button, Doug Henry, John Dowd and Chaparral/Yamaha's Tim Ferry to take the lead, and a comfortable win. However, with Albertyn finishing second, Windham's great second-race effort only helped pull back three points of the 12 he lost in the first time out.

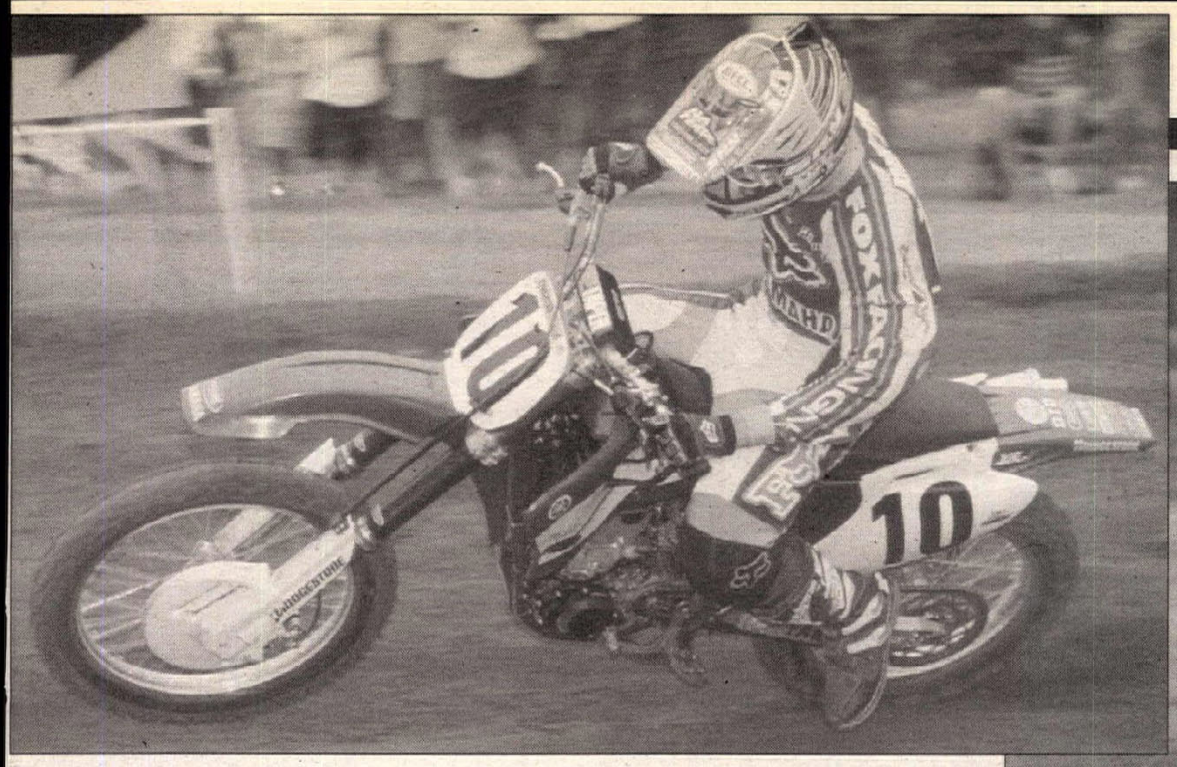
"Something happened to me out there in the first moto, and I couldn't get it going," said Windham of his first moto. "In the second moto, from the drop of the gate, no one held me up. I was making aggressive passes and that's what it takes out there - you have got to pass people as soon as you can."

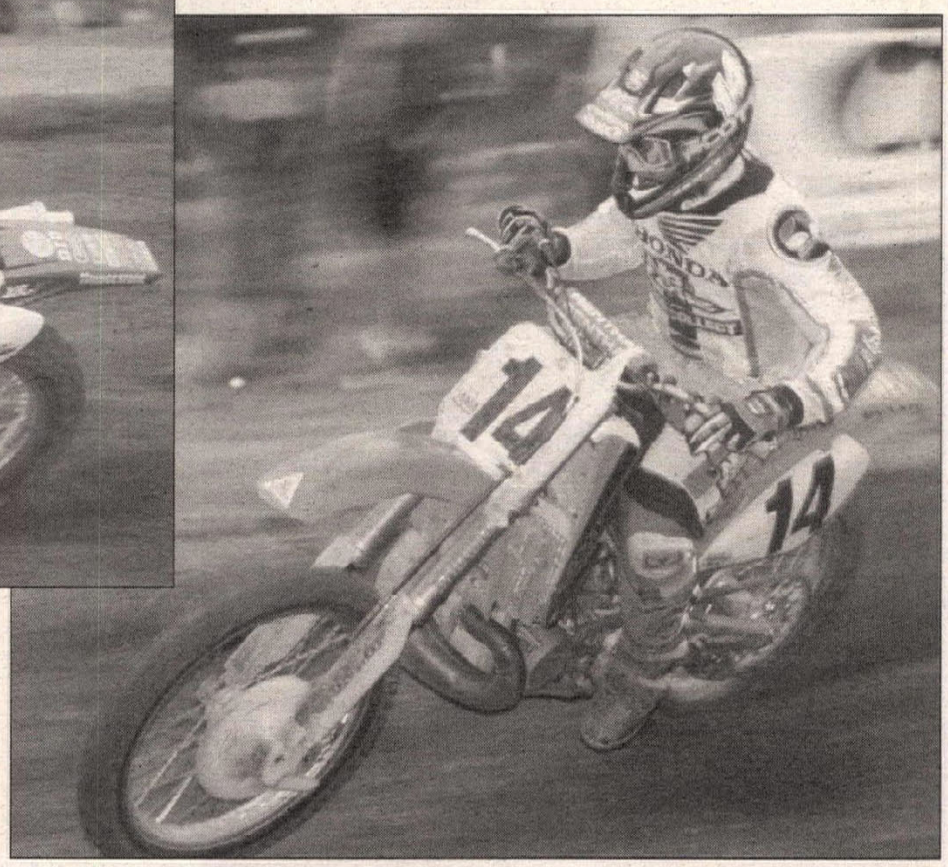
The mercurial Robbie Reynard put in one of the best efforts of his outdoor season, stalking his Suzuki teammate Albertyn all the way to the checkered flag in the first moto. However, somewhere along the way in the second moto he started feeling the pangs of his strained shoulder and had to back it down a notch in order to survive on the rough Spring Creek course.

"My shoulder just kind of fatigued on me in the first moto, and in the sec-



(Top) Damon Huffman (31) took the early lead in the first 250cc moto but didn't stay there for long. Here, he's pursued by Robbie Reynard (17), Greg Albertyn (8), Jimmy Button (10), Doug Henry (1) and John Dowd (6).
(Above) Albertyn extended his series points lead with his second overall victory of the year.





(Above) Trying to prove that his win at Washougal the previous week was no fluke, Button turned in another strong performance for second overall.
(Right) Kevin Windham had an up-and-down day, fading to eighth in the first moto and smoking everyone in the second.
(Below) A sore shoulder hindered Reynard, but he still pulled down a fourth-place ride.

ond moto I just didn't have the strength," said Reynard. "My pace was good all day and my starts are finally beginning to come around, so I'm happy with the way the day went."

Factory Connection/Jack-in-the-Box/O'Neal/Honda rider Mike LaRocco was not pleased with his 4-4 tally for fifth overall. With the season winding down, LaRocco knew that the sandy Millville course was the perfect place for him to make a move on Windham and possibly gain some ground on Albertyn on the leaderboard. However, the day did not go according to plan for LaRocco.

"The day went okay, but it wasn't as good as I wanted it to be," said LaRocco, who will soon represent Team USA along with Windham and 125cc superstar Ricky Carmichael at the '99 Motocross des Nations. "I didn't get great starts today, and the track was rough and not really that hard to pass on, but the pace right now is to the point where it's hard to get around a lot of riders. I felt good, pace-wise, but I just struggled to get through the pack.

"We're at the point right now in the championship where it doesn't look good, so I just want to try to win a race or two to end the series," said LaRocco. "I'm over 40 points out, so unless something bad happens to someone else, it doesn't look good. I'm just going to try to ride best and try to win some races."

In years past, both Yamaha's John Dowd and Team Kawasaki's Jeff Emig battled together for the Millville wins. Neither rider had the total package to vie for a win this time around. Dowd used a 7-5 score to take sixth overall honors, while Emig ran 6-9, for seventh.

"I crashed in practice this morning and hurt my left ankle pretty bad - both of my legs, actually - when I hit a tree," said Dowd of his performance. "I was pretty worried and pretty sore after that. The first few laps of the race were really rough, because I couldn't figure out where to position my feet on the pegs, because they hurt pretty bad. But once I got going I got the blood flowing and the adrenaline pumping and felt better."

"There were some pretty positive things to work off," said Emig of his afternoon. "My finishes are below what I want, but we're actually getting some new things worked out on the bike. But my starts have just been terrible still, and that's the number one thing that's holding me back."

Suzuki's Larry Ward placed eighth overall, followed by American Honda pilot Ezra Lusk and defending AMA 250cc National Champion Doug Henry, who was on a fast pace in the second moto until he reinjured his ankle.

"I was dragging my foot around a corner and hit something like a rock or a stump with my ankle," said Henry. "It hurt real bad for two or three laps, and I slowed down to check it out. It felt all right after the race, but during the race it was pretty painful."

"I fell over in both motos," said Ward, the eighth place finisher. "I had some okay starts, but I just couldn't keep it on two wheels."

In the points standings, Albertyn's total digits now register at 391 for 10 races and 20 total motos. Windham is 35 points back, at 356, holding off LaRocco by 14 points. Lusk, once in the early title hunt along with injured Honda teammate Sebastien Tortelli, is fourth with 293 points - still two points away from mathematical elimination, but realistically out of the picture. Emig is fifth in points with 261, just one point ahead of Henry and nine ahead of the rising Button, who moved from ninth to seventh with his 40-point Millville haul. Rounding out the top 10 are Dowd (246), the sidelined Tortelli (245) and Ward (237).

The dynamic Spring Creek Motocross Park designed by former woods racing star John Martin, plus his club and crew, was in exceptional form on Sunday. The river bed course, with several steep climbs towering above its notorious whoops sections, kept the riders and mechanics guessing all day long: Does one set the bike up for the rough and choppy hill sections or the 39 energy-sapping whoops that line the bottom of the course? Most riders seemed to opt for the hills and take their licks in the whoops.

The weather was warm and sunny for the most part, though some late afternoon showers made for poor vision and throttle-control riding in the closing stages of the second 250cc moto. Lap times early in the day clocked in around 2:35 for the leaders.

When the first 250cc moto rolled down the long, loamy Spring Creek starting chute, it was the Kawasaki of Damon Huffman at the front, followed by the big Yamahas of Button and Henry, the Suzuki of Reynard, and the Yamaha of Dowd. Huffman would not stay at the front for long, as a first-lap mistake dropped him eight spots before the end of the lap. Back in 15th place after a terrible start was Honda's Lusk, who would later be among several riders who claimed that the starting gate seemed to stutter on its way down.

"We had a double-stage dropping gate out there," said a frustrated Lusk later. "It started to drop once, then waited to drop again. I was almost into the gate and had to back up."

Button completed the first lap out front, followed by Reynard, Henry, Albertyn and Ward. Ferry was next, while LaRocco rode 10th.

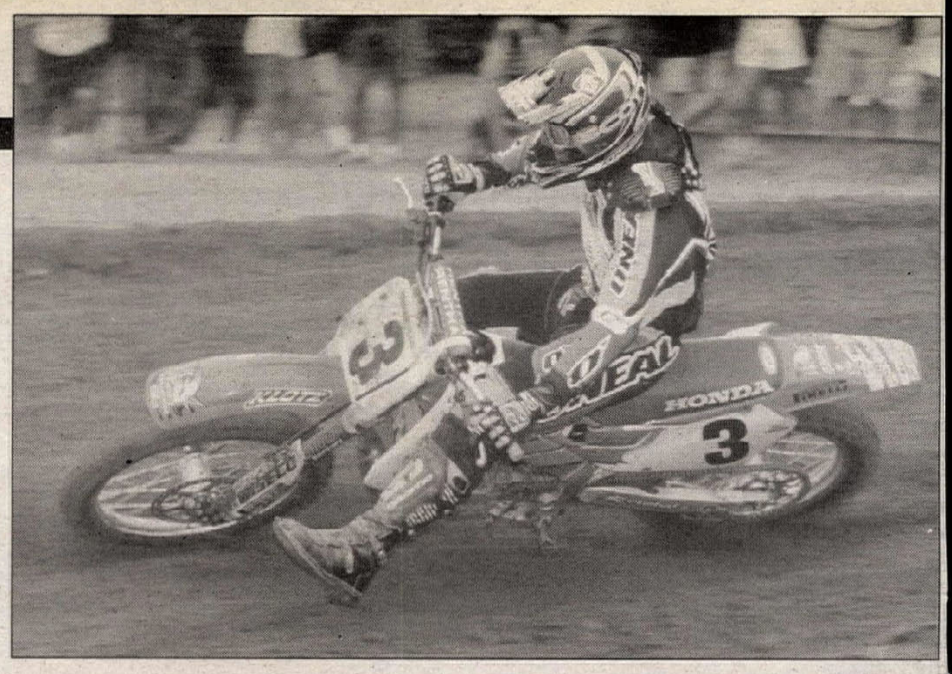
On the second lap, Reynard's mechanic, Tony Berluti, wrote, "Like Yesterday: Whoops," on his pit board, signaling to his rider that it was time to make a move on Button in the Spring Creek whoops section in which he always flourishes. However, Reynard seemed to have a hard time pulling the trigger on Button, who was riding at a furious pace on the number-10 Yamaha.

"I had a good start and I was pretty confident going into that moto," said Button of his fast start and firm early grip on the lead. "This Yamaha goes great on this track and I was feeling really good."

Albertyn displaced Henry for third on the third of 14 laps, moving around the number-one Yamaha at the bottom of the steep infield downhill. Albertyn kept going, passing his teammate Reynard and then spending just one lap behind Button before making a pass for the lead in the whoops section.

"Three laps in a row, I made some mistakes in the whoops and almost took Greg out with me," said Button of the pass.

"Jimmy was pretty much out of control through the whoops the lap I passed and he did a good job to save it,



(Left) Dowd (6) and Windham (14) mix it up in the first moto. (Right) Mike LaRocco was unable to gain any points on the two riders ahead of him in the series standings - Albertyn and Windham.

but he almost got over into me," said Albertyn.

Once he took the lead, Albertyn pointed his Suzuki away from the thumper.

LaRocco and Ferry were moving up in tandem, passing Windham and Henry just before the halfway point. However, neither rider would be able to make up the short distance to the top trio.

Reynard finally found a line past the Yamaha of Button to give Suzuki a 1-2 placing. He gave chase to Albertyn, never allowing the points leader to get more than a few bike lengths away. However, Reynard would never get close enough to attempt a pass, and the moto would end with Albertyn just ahead.

"It was a tough moto and Robbie was riding exceptionally well, and so was Jimmy," said Albertyn in the winner's circle. "That back section was gnarly, and I got sideways quite a few times, but I got it sorted out. That is probably one of the roughest sections I have ever ridden."

"I want Greg to win (the championship), but I also want to win some races," said Reynard afterward of riding so closely to a teammate going after a title. "If I can win, I'm going to try to win."

Button was a solid third, followed by LaRocco and Ferry. Emig would settle for sixth ahead of Dowd, while Windham came across the line a puzzled eighth.

"I think someone stole my bike and went out there and rode for me," said Windham later, once his spirits rose after his second-moto win. "I just couldn't find my right lines, and when it was obvious that some of the lines other guys were taking were better, I was too dumb to switch."

"I was kind of chasing Emig around there, but I never got a chance to pass him," said Dowd. "Hopefully I can get it going a little quicker the next time."

Button pushed his Brian Kinney-tuned YZ400 into the first turn ahead of a pack of blue bikes.

"I was in fourth gear and that's all I got," said Button of the speed with which he hit the first turn ahead of the pack. "I just got there ahead of everyone, laid it over a little bit and took the holeshot."

Henry, Dowd and Ferry all followed in close formation, ahead of the red Honda of Windham, then the three Suzukis of Albertyn, Reynard and Ward. LaRocco was next, then came Lusk and Yamaha rider Takeshi Koikeda, who was suffering with a cold all day long.

Windham truly was a different rider the second time out. He quickly carved a line through the Yamahas of Dowd and Ferry, then used a sweeping outside pass on an uphill bowl turn to overtake Henry. From that moment on, Henry started dropping back in the field, having twisted his already injured ankle.

"I twisted it pretty bad, the same ankle that I originally hurt at the Motocross des Nations last year," said Henry of his left ankle. "It never did heal properly, and I've had some problems with it. When I caught it again today, I decided to slow down and kind of check the damage to see if it was bad or not."

Henry ended up coasting to a 10th-place finish.

Windham kept moving forward and acquired the lead from Button on the fifth lap. Albertyn followed suit one lap later, seemingly preparing himself for a late-race showdown with Windham. However, two things came into play almost instantaneously - Albertyn's championship instinct and a sudden downpour.

"Kevin rode an exceptional race, and when I got into second, I felt like that was my pace," said Albertyn of his decision not to go after Windham. "With the rain starting to fall, I thought about the championship and decided to take the nine points extra. Now I have four motos to go. Maybe earlier in the season I would have charged a little harder, but there's more to think about now than just winning races. I just rode a smart race once I saw that I was in second and had the overall."

Reynard had been moving up as well, but he again found a wall in the form of a Yamaha, this time the one ridden by Dowd. When Reynard got a little of out control in the whoops and had to save his Suzuki from the sand, he strained his shoulder again and had to back it down.

"My shoulder was hurting and I eased up a little bit and people just started passing me," said Reynard. "I tried to regroup and start going forward again. My shoulder was just bothering me a lot."

Briefly...

The winners of Sunday morning's prequalifiers were **Stephane Roncada** and **Mike Craig** in the 125cc heats, and **Tim Ferry** and **Robbie Reynard** in the 250cc heats. **Keith Johnson** took the 125cc LCQ, while **Jiri Dostal** won the 250cc LCQ.

As usual, **U.S. Tobacco** and **Team Rooster** gave away their Privateer Awards at Millville, and the $1000 check went to F&S Suzuki's **Paul Currie,** who finished seventh overall in the 125cc class. Moto XXX's **Travis Preston** took second-privateer honors with his 10th overall. He walked away with $500. The top privateer money worth $1000 in the 250cc class went to 14th-place overall finisher **Tyler Evans**, while 15th-place finisher **Bruce Stratton** earned an additional $500 for being the next top-finishing privateer.

U.S. Tobacco also donated 33 cents per paying fan at Millville to the **Clayton Foundation**, which benefits injured riders. With a total of 17,249 spectators on hand, they collected $5749.70.

Minnestoa's own **Heath Voss** made his return to racing since the Unadilla National, July 18. "I had a bone contusion to the top of my femur," Voss said off his layoff. "The doctor said no high impact for several weeks, so that's why I haven't been around." Voss also debuted his brand-new Vossmobile, the rig that gets him from one race to another. "It's five feet longer, nicer, more organized and well thought out."

Last year's massive **downhill double** was not run at this year's event following a couple of mishaps and an agreement with the AMA and track owner John Martin. "It was a joint decision between us to not put it in," said the AMA's Duke Finch. "The landing is too soft, and it is just way too rough at the bottom of that hill, and we think it will be safer for the riders if we close it off." Planet Honda 250cc rider **Ryan Huffman** and Primal Impulse/Suzuki rider **Michael Brandes** were both knocked out of action on the huge leap during practice. It was the same obstacle that claimed Mickael Pichon and Tony Amaradio last year.

As always at Millville, the 125cc class saw some new faces fresh out of the amateur ranks with the completion of the Loretta Lynn's AMA Amateur Nationals the previous weekend. Team Green's **Chad Johnson**, NCY's **Ivan Tedesco** and Yamaha-mounted **Mark Thompson** gave it a shot, but only Tedesco qualified. Tedesco rode to 29-23 moto finishes and said he had fun in the process.

Once again, Moto Planet/Al Lane Yamaha's **Matt Walker** was not part of the main show at Millville. Walker injured his wrist at Loretta Lynn's the week before. The pain was too much for him to continue, and he pulled out during the 125cc LCQ, holding his wrist.

Some confirmed deals being talked about in the pits Sunday have **Ernesto Fonseca** back on the Yamaha of Troy team, alongside **Casey Johnson**, and **Mike LaRocco** staying with his Factory Connection/Jack in the Box/O'Neal/Honda program for another two years. "I went out to California this week to do some testing for the Motocross des Nations and went ahead and got our deal all worked out," said LaRocco, a former two-time AMA National MX Champion. "I have learned in the past not to mess with things when they're going right. I'm really happy with this team, with the bikes, and having my own rig, so I decided to stay put for the next two years."

As for the weapon **Mike LaRocco** will ride for the Motocross des Nations, LaRocco is now pretty much set on staying with the Honda CR250 he's been riding, rather than switch to a one-off CR500 that American Honda offered to provide him. "We were hearing that the track in Brazil might be a 500 track, but after looking at some tapes and talking to some of the people who have been there, I'm pretty sure that the 250 will be the best bike for me," said LaRocco, who is making his third appearance on Team USA. (He rode on a winning team in Australia in 1992 and a losing team in Switzerland in '94.) At the Motocross des Nations, each three-man team enters a 125cc rider, a 250cc rider, and a "class optional" 250cc or 500cc rider. For Team USA '99, LaRocco will be joined by joined by Ricky Carmichael (125cc) and Kevin Windham (250cc).

Team Suzuki's **Robbie Reynard** is not in the top 10 in the points standings, which means he has to ride the morning qualification rounds. During his runaway qualifier win on Sunday, Reynard saw teammate Larry Ward jump out on the track on the last lap to give him a wild tongue-in-cheek cheer. Reynard responded by cutting across the track to Ward's vantage point atop a big jump and covered "Big Bird" with a healthy, sandy roost. Had Reynard gone on to win Sunday, he would have been the second rider this year to win after having come out of the morning qualifiers. Sebastien Tortelli is the only one to have accomplished this feat, having done so at the series opener in San Bernardino.

THQ Championship Motocross Featuring Ricky Carmichael again gave away $2000 to the fastest starters in each National moto, $500 per holeshot. SplitFire/Pro Circuit Kawasaki rider **Nathan Ramsey** earned the loot both times out in the 125cc class, while Team Kawasaki's **Damon Huffman** took the first 250cc moto holeshot and Yamaha's **Jimmy Button** the second-moto holeshot.

LaRocco would have been next to go after Button, but he had problems with his vision as soon as the weather changed.

"I fogged up when it started to rain," said LaRocco, "but I didn't want to pull my goggles down because I was trying to get up past Button. But it got to the point where I couldn't see my lines or anything, so I took the goggles off. And when I got close to Button again, he just filled my eyes with dirt. I couldn't do anything but wait for the finish. It was a lose-lose situation."

"I was a little bummed when it started to rain, because I didn't have Roll-Offs, but then I was happy because those two-strokes were spinning a lot on the track, and I wasn't," said Button. "When it started raining I started to pull away a little bit, so it kind of worked to my advantage. I really didn't have too much energy left with about four laps to go, but I kept talking myself through it, trying to make my lap times good and get there ahead of LaRocco."

Ferry had a major crash running through the whoops and ended an otherwise excellent day.

"I went into the sand whoops wide open and got something wrong and went over the bars," said Ferry later. "I tried to get up and keep going, but after a couple of laps it was just impossible because the bike was so tweaked."

"I stayed up on two wheels, so that's a plus for me," said Lusk of his mediocre day. "I just got bad starts, and that makes it tough in a field like this. In the second moto I was charging up through when the rains came, and I didn't have any Roll-Offs on, and had some bad vision after that. There were enough places to pass, but it's just kind of hard in this class." **CN**

Spring Creek MX Park
Millville, Minnesota
Results: August 15, 1999 (Round 10 of 12)

MOTO 1.: 1. Greg Albertyn (Suz); 2. Robbie Reynard (Suz); 3. Jimmy Button (Yam); 4. Mike LaRocco (Hon); 5. Tim Ferry (Yam); 6. Jeff Emig (Kaw); 7. John Dowd (Yam); 8. Kevin Windham (Hon) ;9. Ezra Lusk (Hon); 10. Larry Ward (Suz); 11. Damon Huffman (Kaw); 12. Doug Henry (Yam); 13. Josh Demuth (Yam); 14. Anthony Amaradio (Yam); 15. Bruce Stratton (Suz); 16. Tyler Evans (Suz); 17. Scott Carter (Kaw); 18. Pedro Gonzalez (Kaw); 19. Austin Squires (Suz); 20. Takeshi Koikeda (Yam); 21. Jiri Dostal (Suz); 22. Clark Stiles (Kaw); 23. Scott Davis (Kaw); 24. Todd Downs (Yam); 25. Dustin Nelson (Yam); 26. David Gaylord (Kaw); 27. Matt Karlsen (Yam); 28. Josh Kellogg (Yam); 29. Mike Katin (Suz); 30. Bruce Gates (Hon); 31. Trevor John (Kaw); 32. Ryan Terlecki (Suz); 33. Heath Voss (Hon); 34. Jason Frenette (Yam); 35. Don Upton (Hon); 36. Steve Lamson (Yam); 37. Brad Woolsey (Hon); 38. Brian Mason (Kaw); 39. Ted Campbell (Suz); 40. Thomas Hofmaster (Suz).

MOTO 2: 1. Kevin Windham (Hon); 2. Greg Albertyn (Suz); 3. Jimmy Button (Yam); 4. Mike LaRocco (Hon); 5. John Dowd (Yam); 6. Robbie Reynard (Suz); 7. Larry Ward (Suz); 8. Ezra Lusk (Hon); 9. Jeff Emig (Kaw); 10. Doug Henry (Yam); 11. Damon Huffman (Kaw); 12. Josh Demuth (Yam); 13. Tyler Evans (Suz); 14. Takeshi Koikeda (Yam); 15. Heath Voss (Hon); 16. Bruce Stratton (Suz); 17. Scott Carter (Kaw); 18. Scott Davis (Kaw); 19. Mike Katin (Suz); 20. Ryan Terlecki (Suz); 21. Donald Upton (Hon); 22. Clark Stiles (Kaw); 23. Anthony Amaradio (Yam); 24. Dustin Nelson (Yam); 25. Ted Campbell (Suz); 26. Matt Karlsen (Yam); 27. Josh Kellogg (Yam); 28. Bruce Gates (Hon); 29. Trevor John (Kaw); 30. Todd Downs (Yam); 31. Brad Woolsey (Hon); 32. Thomas Hofmaster (Suz); 33. Austin Squires (Suz); 34. Pedro Gonzalez (Kaw); 35. Brian Mason (Kaw); 36. Jason Frenette (Yam); 37. David Gaylord (Kaw); 38. Tim Ferry (Yam); 39. Jiri Dostal (Suz); 40. Steve Lamson (Yam).

O/A: 1. Greg Albertyn (Suz); 2. Jimmy Button (Yam); 3. Kevin Windham (Hon); 4. Robbie Reynard (Suz); 5. Mike LaRocco (Hon); 6. John Dowd (Yam); 7. Jeff Emig (Kaw); 8. Larry Ward (Suz); 9. Ezra Lusk (Hon); 10. Doug Henry (Yam); 11. Damon Huffman (Kaw); 12. Josh Demuth (Kaw); 13. Tim Ferry (Yam); 14. Tyler Evans (Suz); 15. Bruce Stratton (Suz); 16. Takeshi Koikeda (Yam); 17. Scott Carter (Kaw); 18. Anthony Amaradio (Yam); 19. Heath Voss (Hon); 20. Scott Davis (Kaw); 21. Pedro Gonzalez (Kaw); 22. Mike Katin Jr. (Suz); 23. Austin Squires (Suz); 24. Ryan Terlecki (Suz).

AMA MAZDA TRUCKS NATIONAL CHAMPIONSHIP 250cc MX SERIES POINT STANDINGS (After 10 of 12 rounds): 1. Greg Albertyn (391/2 wins); 2. Kevin Windham (356/3); 3. Mike LaRocco (342/1); 4. Ezra Lusk (293/1); 5. Jeff Emig (262); 6. Doug Henry (261/1); 7. Jimmy Button (252/1); 8. John Dowd (246); 9. Sebastien Tortelli (245/1); 10. Larry Ward (237); 11. Robbie Reynard (212); 12. Tim Ferry (200); 13. Damon Huffman (177); 14. Jean-Sebastien Roy (128); 15. Steve Lamson (118); 16. Takeshi Koikeda (104); 17. Heath Voss (63); 18. Josh Demuth (59); 19. Mickael Pichon (55); 20. Jeremy McGrath (52).

Future Stars Shine at Loretta's

Pro Circuit riders really shined at the 18th Annual Loretta Lynn's Amateur National Championship.

18th Annual AMA Loretta Lynn's Amateur National Championship

1st	125 Pro Sport	Billy Payne
2nd		Keith Johnson
3rd		Damien Plotts
5th		Jeff Gibson
1st	250 Pro Sport	Damien Plotts
2nd		Billy Payne
3rd		Ryan Clark
5th		Jeff Gibson
2nd	125 A	Tyson Hadsell
3rd		Mike Corder
4th		Chad Johnson
2nd	250 A	Tyson Hadsell
4th		Mike Corder
5th		Nick Metcalf
1st	125 B Stock	Sean Hamblin
2nd		Johnny Marley
5th		Kevin Johnson
3rd	125 B Mod	Johnny Marley
2nd	250 B Stock	R.J. Thompson
5th		Kevin Johnson
1st	125 (12-15) Stock	Bobby Bonds
2nd	125 (12-15) Mod	Bobby Bonds
4th	125 C Mod	Rocky Flemming
1st	Vet A	Kevin Foley
4th		Stephen Crowe
2nd	4 Stroke	Kevin Foley
5th	Plus 30	David Jones
1st	Women	Jessica Patterson
3rd		Kristy Shealy
5th		Tania Satchwell
4th	85 (14-15) Mod	Jesse Casillas
5th		Edgardo Rojas
3rd	85 (14-15) Stock	Michael Blose
2nd	85 (9-13) Mod	Shane Lusk
5th	.	Robert Kiniry
2nd	Super Mini	Michael Blose
3rd		Jesse Casillas
4th		Edgardo Rojas
1st	65 (7-9)	Joshua Hill
4th		Cole Seely
5th		Devon Pilkington

We would like to congratulate all the riders who didn't finish in the top five overall for one reason or another. These Pro Circuit riders still had to go through a qualifying process in order to get to this race which establishes them as some of the elite riders in the country.

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Round 10: Spring Creek Motocross Park

AMA/MAZDA TRUCKS NATIONAL CHAMPIONSHIP 125cc MX SERIES

NICK'S WEY

By Dave Deringer
Photos by Karl Ockert

MILLVILLE, MN, AUGUST 15

While the 250cc National motos this year have been won by seven different riders, the 125cc Nationals going into Minnesota have only witnessed three different winners. The names Carmichael, Vohland and Sellards have all been etched in the 1999 history books, and now it is time to enter another, and that name belongs to none other than Dewitt, Michigan's Nick Wey. The SplitFire/Pro Circuit/Kawasaki/1-800-COLLECT-backed 19-year-old, who is now in his second full season of professional motocross racing, pulled out his first-ever National overall victory at the very rough Spring Creek track.

The 1998 AMA Rookie of the Year, Wey took his Kevin Strikwerda-tuned KX125 to a decisive win in the first moto after passing early leaders Tallon Vohland and Branden Jesseman in the second half of the race. A hard-fought fifth in the second moto was good enough for Wey to secure the top spot on the podium for the day.

"I've been working real hard for this, and I couldn't have done it without all the help from my sponsors, family and friends," Wey said. "I really like this track and the fans were great out here. I couldn't have asked for a better day. I was pumped after the first moto, and I think I really deserved that one. Fifth was good enough the second time out and it was a good day."

Finishing second overall was Stephane Roncada. The Yamaha of Troy/Sinisalo/Alpinestars-sponsored pilot rode his number-22 machine to consistent 3-4 finishes that earned him the second-highest spot on the podium.

"I knew that I had to get second in the second moto and Nick would have to get sixth or worse for me to win the overall," Roncada said. "I knew also that he was closing in fast, and I decided to take it easy and finish it off smart instead of doing something stupid."

Rounding out the podium was a visibly upset Ricky Carmichael, who tried to remain calm and collected. In the first moto, Carmichael went down on the sandy terrain twice on the opening lap. He soldiered on throughout the moto, however, and worked up to 10th place at the checkers, ending any chances for an overall win. With 23 all-time 125cc wins under his belt, the best Carmichael can now do this year is tie the all-time 125cc record of 25 wins set by Mark Barnett.

"I don't care about the record," Carmichael said. "Well, I do care, but what I really wanted was to wrap up the title today with an overall win. I'll give them both a shot at the next race and then maybe come back some day and go after that record."

The SplitFire/Pro Circuit/Kawasaki-factory pilot regained his composure and came out swinging in the second moto, taking an impressive moto victory after finishing lap one in 13th position. Carmichael passed every rider ahead of him and then proceeded to pull away from the pack to take the checkers some eight seconds ahead of second place.

"It was a bad start again that cost me the win and the championship today," Carmichael said. "I wanted to come out of here with the championship today, but I'll have to go for it next week. If I don't get any starts there, I guess I'll wait another week. Although someone else won the National today, I'm glad it was my teammate Nick Wey."

FMF/Thor/Honda's Brock Sellards finished fourth with a 5-3 showing. Coming off his first overall win two weeks earlier at Washougal, Sellards used his momentum and confidence to once again be a front-runner in the 125cc class.

"I had to work my way up through the pack in the first moto, and it took me about three or four laps before I figured out how to ride again," Sellards said. "I thought that a few of those guys would fade and I could win the second moto and it might work out, but somehow Ricky's 10-1 was better."

An up-and-down day for Tallon Vohland saw the FMF/Thor/Honda-supported rider finish fifth. Vohland led the first moto for some time before being chased down by Wey, then had a miserable second moto, crashing early and fighting his way back to 12th.

"I've been laying in bed for a month now, and I only got to train a couple of days this week on the bike, and that hurts," Vohland said. "I'm going out to win those last two Nationals. I'm not giving anything up and everybody will be watching, so I'll be on the gas."

Team KTM's Kelly Smith finished a quiet but strong sixth after finishing inside the top 10 both times out. A 9-7 score has Smith sitting tied for 17th in points with two rounds remaining.

Earning the top privateer award for the second time this year was Florida's Paul Currie. The F&S Suzuki/Axo/Dunlop-backed rider finished seventh overall via 8-11 moto scores.

"Millville is my favorite track and I really knew I'd do good here," Currie said while collecting his loot. "Things have been going good lately. I've got to keep it up."

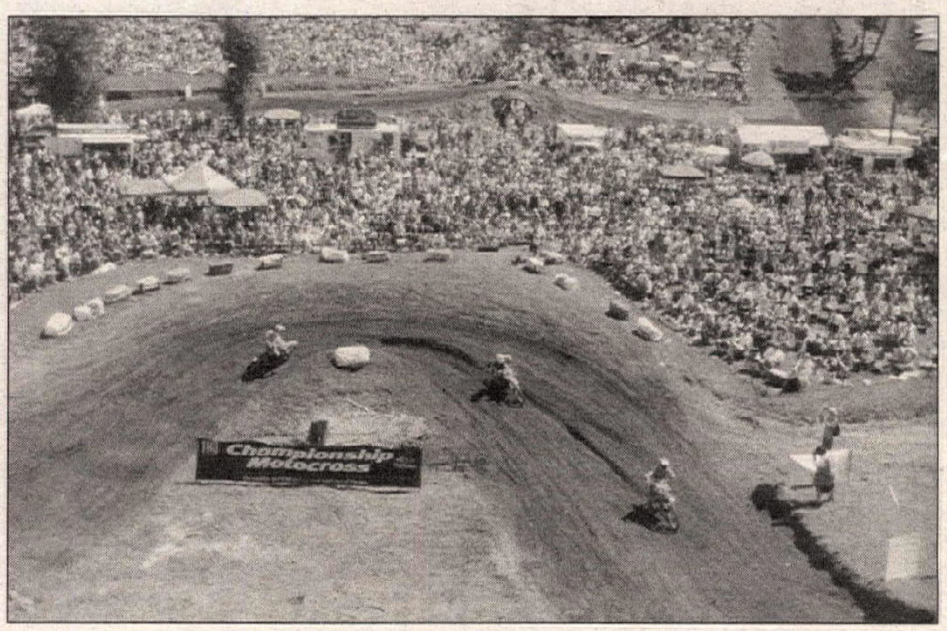
Eighth went to Yamaha of Troy-mounted Casey Johnson. Millville saw the return of Johnson after a three-race layoff for a compressed back injury sustained at Red Bud. Johnson crashed in the first moto, leaving him with a flapping and then missing front fender, and he rode to a 23rd. The second moto was the total opposite and somewhat of a surprise. Johnson gated well and ran third early on, then caught and passed Sellards for second place and held that position to the end.

"I've been off for four weeks now

(Top) The start of the first 125cc National moto gets under way at Millville, Minnesota's Spring Creek MX Park. (Above) Nick Wey produced his first overall win of his career - a 1-5 was good enough to get the job done.

(Left) A pair of crashes in the first moto relegated series points leader Ricky Carmichael to 10th. He rebounded with a win in the second moto.
(Below) Another large crowd turned out for the Spring Creek National.

(Left) Stephane Roncada has come on strong since getting over his ankle injury. He pulled off a second-place finish at Millville.



and I've only been riding for about a week," Johnson said after his strong second moto. "I didn't have a lot of confidence coming in, but now I have a lot going into Binghampton."

Ninth overall went to FMF/Honda's Danny Smith, who rode to 12-8 finishes, while Moto XXX/Sunstar's Travis Preston rounded out the top 10 with 11-10 moto rides.

Carmichael now goes into the second-to-last round at Binghampton with a 98-point lead over Sellards and will most likely wrap up his third championship title there. Vohland still holds third with 312, while Wey moved past Primal Impulse Suzuki's Michael Brandes - who was injured during practice - for fourth, with 276 points.

It was Pro Circuit/SplitFire/Kawasaki's Nathan Ramsey who led the pack through the first turn. Pro-Am Kawasaki/O'Neal's Mike Craig and Primal Impulse Suzuki's Branden Jesseman moved quickly into second and third.

"That was easily the best holeshot that I ever had," Ramsey later said. "I felt all right but something smashed my pipe and I lost a ton of power."

Carmichael was once again hampered with a midpack start and then, as he entered the famous Millville sand wash, he threw it away in a nasty get-off, involving another rider. Carmichael re-entered the race and before he even exited the long, whooped-out section, he would go down again, this time clipping a downed Jason McCormick.

Up front, Jesseman passed Ramsey before the end of the first lap, while Wey, Vohland, Craig and Excel Yamaha's Jason Thomas held the top six after one lap. Sellards was in 13th, while Carmichael ended the first lap in 38th. As Carmichael rode through the mechanics' area, he gestured to his tuner, Chad Watts, "Here we go again."

Jesseman looked comfortable aboard his Suzuki out front, while Ramsey, Wey and Vohland followed. Vohland moved by Wey for third a short time later, then two motored by a fading Ramsey a lap later.

Jesseman led until lap six, when Vohland passed for the lead in the hilly switchbacks. Wey followed Jesseman for a lap, then made his move, doing the best to keep Vohland in his sights.

Roncada was up to fourth after a midpack start, while Carmichael had moved up to 19th and was still charging at the halfway point.

A short time later, Wey passed Vohland for the lead when Vohland tipped over in a corner after the rockers. The Kawasaki-mounted Wey would soon settle into a comfortable pace as Vohland chased.

Roncada moved by Jesseman for third with several laps remaining, and Sellards moved by Ramsey and Craig for fifth.

With the white flag waving, Wey was holding the point and getting some strong support from the fans. He would cross the line a lap later for his first National moto win ever. Vohland crossed several seconds back in second, while Roncada finished third. Jesseman enjoyed his best moto finish ever, while Sellards and Craig followed in pursuit. Carmichael gave it his best the entire moto and was credited with 10th.

"I got out of the gate really well and was up there with Tallon early," Wey said. "I started my charge on him with about four laps left and as soon as I did, he tipped over. I have a lot left for the second moto, and it's not over yet."

"I really thought that I had that race in control, but I think I just made a little mistake due to a judgment error," Vohland said.

"I passed a lot of riders in that whoop section," said a drained Roncada, who hammered to finish third.

"That was the best start I've had all year, and it felt pretty cool to lead," Jesseman said. "I made a few mistakes and dropped back, but fourth is okay."

Ramsey and Currie rounded the first turn side by side in the second moto. Sellards had a better start, as did Vohland and Casey Johnson. A huge pileup came next and many riders were collected in the mess. As the riders came out of the sand wash for the first time, it was Sellards who was leading, followed by Yamaha-mounted privateer Keith Johnson, Yamaha of Troy's Ernesto Fonseca and teammate Casey Lytle.

Roncada, Wey, Carmichael and Vohland were ninth, 10th, 13th and 34th, respectively, at the end of the first lap.

Fonseca made an aggressive pass on the Bobby J's/No Fear/Spy-sponsored Johnson at the beginning of the second lap and put Johnson on the ground, moving himself into second.

Sellards pulled away early, gaining several seconds on Fonseca. He and his teammates Johnson, Lytle and Roncada made it a YoT freight train in second through fifth for several laps.

Carmichael was up to sixth on the third circuit and a lap later passed three riders to move into third.

Sellards now had a seven-second lead on Johnson, while Carmichael was third and closing in on Johnson. At the 15-minute mark of the 30-minute moto, Carmichael made his move by Johnson through the long whoops and was now gunning for race leader Sellards.

Carmichael followed and closed for a lap and then made a beautiful, crowd-pleasing pass on Sellards. Coming down a rough straight into a tight left-hander, Sellards held the inside but drifted out to the berm. Carmichael set up on the outside and dived in behind Sellards on the inside and took away his line, taking over the lead.

The pass surprised Sellards and Johnson, who was back in third and now getting a burst of energy. Johnson closed in on Sellards two laps later, and Wey was up to sixth but was not having as much success moving through the pack as Carmichael.

Carmichael began to pull away throughout the next few laps, as Johnson hounded and then passed Sellards for second. Roncada was now in fourth after passing two of his teammates, and Wey was in sixth, pressuring and needing to pass Lytle to capture the overall.

Carmichael proved once again that when he is on, he is untouchable, stretching out his lead each lap until the checkers waved. Johnson crossed for an impressive second, followed by a somewhat disappointed Sellards.

A consistent Roncada crossed in fourth, earning second overall, and Wey's fifth was good enough to capture the day's number-one position.

"I felt good that moto and made almost all of my passes in the whoops," Carmichael said. "I just need better starts. I don't know what's happened."

"I just wanted it so bad," Johnson said. "I rode with a lot of heart and determination that moto and it really worked out." CN

Spring Creek MX Park
Millville, Minnesota
August 15, 1999 (Round 10 of 12)

MOTO 1: 1. Nick Wey (Kaw); 2. Tallon Vohland (Hon); 3. Stephane Roncada (Yam); 4. Branden Jesseman (Suz); 5. Brock Sellards (Hon); 6. Mike Craig (Kaw); 7. Nathan Ramsey (Kaw); 8. Paul Currie (Suz); 9. Kelly Smith (KTM); 10. Ricky Carmichael (Kaw); 11. Travis Preston (Suz); 12. Danny Smith (Hon); 13. Jason Thomas (Yam); 14. Ernesto Fonseca (Yam); 15. Scott Sheak (Kaw); 16. Chris Gosselaar (Hon); 17. Greg Schnell (Yam); 18. Donovan Mitchell (Yam); 19. Keith Johnson (Yam); 20. James Povolny (Yam); 21. Brad Hagseth (Hon); 22. Damien Plotts (Yam); 23. Casey Johnson (Yam); 24. Buddy Antunez (Suz); 25. Isaiah Johnson (Yam); 26. Robbie Horton (Yam); 27. Ryan Clark (Kaw); 28. Jason McCormick (Hon); 29. Ivan Tedesco (Yam); 30. Jeff Gibson (Kaw); 31. Joe Oehlhof (KTM); 32. Cory Keeney (Yam); 33. Mark Thompson (Yam); 34. David Pingree (Suz); 35. Doug Parsons (Suz); 36. Casey Lytle (Yam); 37. Andy Harrington (Yam); 38. Barry Carsten (Suz); 39. Steve Andrich (Hon); 40. Michael Brandes (Suz).

MOTO 2: 1. Ricky Carmichael (Kaw); 2. Casey Johnson (Yam); 3. Brock Sellards (Hon); 4. Stephane Roncada (Yam); 5. Nick Wey (Kaw); 6. Casey Lytle (Yam); 7. Kelly Smith (KTM); 8. Danny Smith (Hon); 9. Ernesto Fonseca (Yam); 10. Travis Preston (Suz); 11. Paul Currie (Suz); 12. Tallon Vohland (Hon); 13. David Pingree (Suz); 14 Keith Johnson (Yam); 15. Ryan Clark (Kaw); 16. Barry Carsten (Suz); 17. Nathan Ramsey (Kaw); 18. Greg Schnell (Yam); 19. Joe Oehlhof (KTM); 20. Chris Gosselaar (Hon); 21. Steve Andrich (Hon); 22. Buddy Antunez (Suz); 23. Ivan Tedesco (Yam); 24. James Povolny (Yam); 25. Cory Keeney (Yam); 26. Doug Parsons (Suz); 27. Mark Thompson (Yam); 28. Andy Harrington (Yam); 29. Isaiah Johnson (Yam); 30. Jason McCormick (Hon); 31. Scott Sheak (Kaw); 32. Brad Hagseth (Hon); 33. Branden Jesseman (Suz); 34. Donovan Mitchell (Yam); 35. Damien Plotts (Yam); 36. Jeff Gibson (Kaw); 37. Jason Thomas (Yam); 38. Mike Craig (Kaw); 39. Robbie Horton (Yam); 40. Michael Brandes (Suz).

O/A: 1. Nick Wey (Kaw); 2. Stephane Roncada (Yam); 3. Ricky Carmichael (Kaw); 4. Brock Sellards (Hon); 5. Tallon Vohland (Hon); 6. Kelly Smith (KTM); 7. Paul Currie (Suz); 8. Casey Johnson (Yam); 9. Danny Smith (Hon); 10. Travis Preston (Suz); 11. Ernesto Fonseca (Yam); 12. Nathan Ramsey (Kaw); 13. Branden Jesseman (suz); 14. Casey Lytle (Yam); 15. Mike Craig (Kaw); 16. Keith Johnson (Yam); 17. David Pingree (Suz); 18. Jason Thomas (Yam); 19. Greg Schnell (Yam); 20. Ryan Clark (Kaw); 21. Chris Gosselaar (Hon); 22. Scott Sheak (Kaw); 23. Barry Carsten (Suz); 24. Donovan Mitchell (Yam); 25. Joe Oehlhof (KTM); 26. James Povolny (Yam).

AMA/MAZDA TRUCKS NATIONAL C'SHIP 125cc MX SERIES POINT STANDINGS (After 10 of 12 rounds): 1. Ricky Carmichael (449/7 wins); 2. Brock Sellards (351/1); 3. Tallon Vohland (312/1); 4. Nick Wey (276/1); 5. Mike Brandes (249); 6. Nathan Ramsey (234); 7. Ernesto Fonseca (213); 8. Stephane Roncada (191); 9. Casey Lytle (182); 10. Danny Smith (179); 11. Casey Johnson (177); 12. Travis Preston (167); 13. Jason McCormick (139); 14. Buddy Antunez (137); 15. Paul Currie (120); 16. Scott Sheak (106); 17. David Pingree/Kelly Smith (101); 19. Matt Walker (95); 20. Mike Craig (63).

Upcoming Rounds:
Round 11 - Binghampton, New York, August 29
Round 12 - Delmont, Pennsylvania, September 5

Round 12: PMC Race Park

AMA GRAND NATIONAL CHAMPIONSHIP SERIES

The String Continues

By Dave Hoenig
Photos by Flat Trak Fotos

PEORIA, IL, AUG. 15

Round 12 of the AMA's Grand National Dirt Track Series by Drag Specialties, which has been whittled down to a 19-race series, came to the Peoria Motorcycle Clubgrounds with near perfect weather on race day, although heavy rains during the week left the fabled TT track soft and rough.

As expected, Chris Carr was the man to beat at the 51st running of the Peoria TT, and Carr didn't disappoint his legion of faithful fans. The Harley-Davidson of Sacramento/Phoenix Racing/Big Valley Ford-backed Carr led wire to wire, claiming the 41st Grand National victory of his career, 13th TT National and 11th Peoria National win.

Furthermore, a pivotal point in the 1999 Grand National season came during the fourth qualifying heat. Defending Grand National Champion Scott Parker was chasing Joe Kopp out of turn four on the last lap, when his day came to a sudden and violent end.

The nine-time Grand National Champion made a rare mistake and paid dearly. Parker was slammed hard to the ground and would eventually take a ride to the hospital to be checked out. With Parker's day over, disappointment registered with many in the huge crowd that had come to watch Carr square off with his former factory Harley-Davidson teammate and chief rival in the Grand National Series title hunt. Even so, Carr's plan was simple.

"Get the holeshot and set a pace they couldn't match," Carr said. "The track was rough, and I knew that if I could charge early, while the track was still fairly smooth after the wheel packing, that it would be really tough to make up time later in the race."

Surprisingly, Carr's main threat would come from two of the youngest Experts around. Nicky Hayden and Toby Jorgensen had minimal time on the formidable track, but they mounted the strongest challenge.

Carr carried out his plan perfectly as he led Dan Stanley and Jorgensen into the first turn. At the end of the first lap Carr had a five bike-length lead.

"I boogied hard early and got a gap," Carr said.

Hayden blasted around Jorgensen and closed on Stanley, dropping Stanley to third on lap two. Jorgensen had third by lap four as Stanley struggled to keep his Rotax alive.

"About the third lap the spark plug cap started to work its way off," Stanley said. "After four or five laps it finally came off, right over the jump. The bike just died. I put my hand up, then I looked down and saw that it was dangling there, so I shoved it back on. By the time I made it back to the front straight it was off again. I shoved it back on again and kind of held it there with my knee. I couldn't go off the jump very high, and it fell off three or four more times. I just kept shoving it back on. It ran good for about two laps, then it must have started working its way off. I was lucky that I was at least able to finish."

The BF/LFA/Michigan Harley-Davidson Dealers-backed Hayden stayed close to Carr as both pulled away from everyone, but Hayden's solid ride came apart on lap 11.

"When I went through the right-hander, I dragged the rear brake pedal," Hayden said. "I ripped the pedal back under the bike and locked the rear wheel up. The bike wouldn't run. Finally I got the pedal pulled back around and got the bike restarted."

Hayden would soldier on but, with only a front wheel brake, he dropped well off the pace, eventually going two laps down. At that point it became another Chris Carr runaway.

"I knew he was staying fairly consistent," Carr said of Hayden. "I don't think he was gaining a lot, but he wasn't losing much either. It was kind of seesawing back and forth for a while. Once Hayden went out, that was it, it was over. When he went out, I had half a straightaway lead then. I wanted to

push the pace and push them into making mistakes, trying to catch me."

After the Idemitsu/Fox/Circle F Racing Frames-backed Jorgensen inherited second, he had a good lead over Joe Kopp, who in turn had some breathing room over a good race between Brett Landes and Rich King.

Lopko Racing/Dave Burks Motorsports' Kopp started to fade just past the halfway point.

"I was getting some pretty bad arm pump - that's when Rich pounced on me," Kopp said. "I tried keeping up with him, but I just didn't have anything for him. I was having a real bad headshake up the jump, something in the front end. I was really uncomfortable in the main event."

Corbin Racing/Harley-Davidson Cycle Center of Waterloo's Rich King was making a big charge from the back, moving from 11th on the first lap to fourth by lap 12. King had started from the second row outside, and it proved his undoing early in the race.

"I thought maybe I could swoop them on the outside going into turn one," King said. "Everything went together real good until we got to turn one. Then they all drifted wide on me, and I was out there and just couldn't go anywhere."

King made a steady rise through the field.

"I knew I passed a bunch of guys, but I didn't know if they were breaking or what," King said. "I was catching them so fast. I didn't know until Sam signaled me after the race that I was third. I know I passed a lot of guys today."

Brett Landes (Audiovox/Quaker State) stayed with King as both closed on Kopp.

"I was closing on Kopp and kind of wondered what was going on with him, but I hung with Rich and Kopp for a few laps," Landes said. "Then I started making a few mistakes, and about lap 20 or 21 I started to fade a little bit. I just couldn't do any better than fifth today."

Eaken Racing/Rod Lake/Racing for Kids' Will Davis was another rider moving up from deep in the pack. Davis would end up sixth as he beat his teammate (for the weekend), Larry Pegram. Both riders got by a fading Stanley.

"Skip had a really good motorcycle for me, it worked really good," Davis said. "That thing was a horse. That's what you need here, to be able to pass. I was able to get a drive off the corner and pass down the front straight. I found a big bump on the outside, but I was making so much time up there, that I kept going back. I could just keep rolling around the outside. I was gaining 10, 15 bike lengths going into turn one."

Pegram used an open weekend on the road race schedule to return to the dirt track wars. "We had a lot of fun, but I didn't want to beat the guy that let me borrow his bike (Davis)," joked the Arai/Eaken Racing/Competition Accessories-backed Pegram. "Not really. He had a good line through one, and I was good everywhere else. I was moving forward, then I got a little bit of arm pump there toward the end."

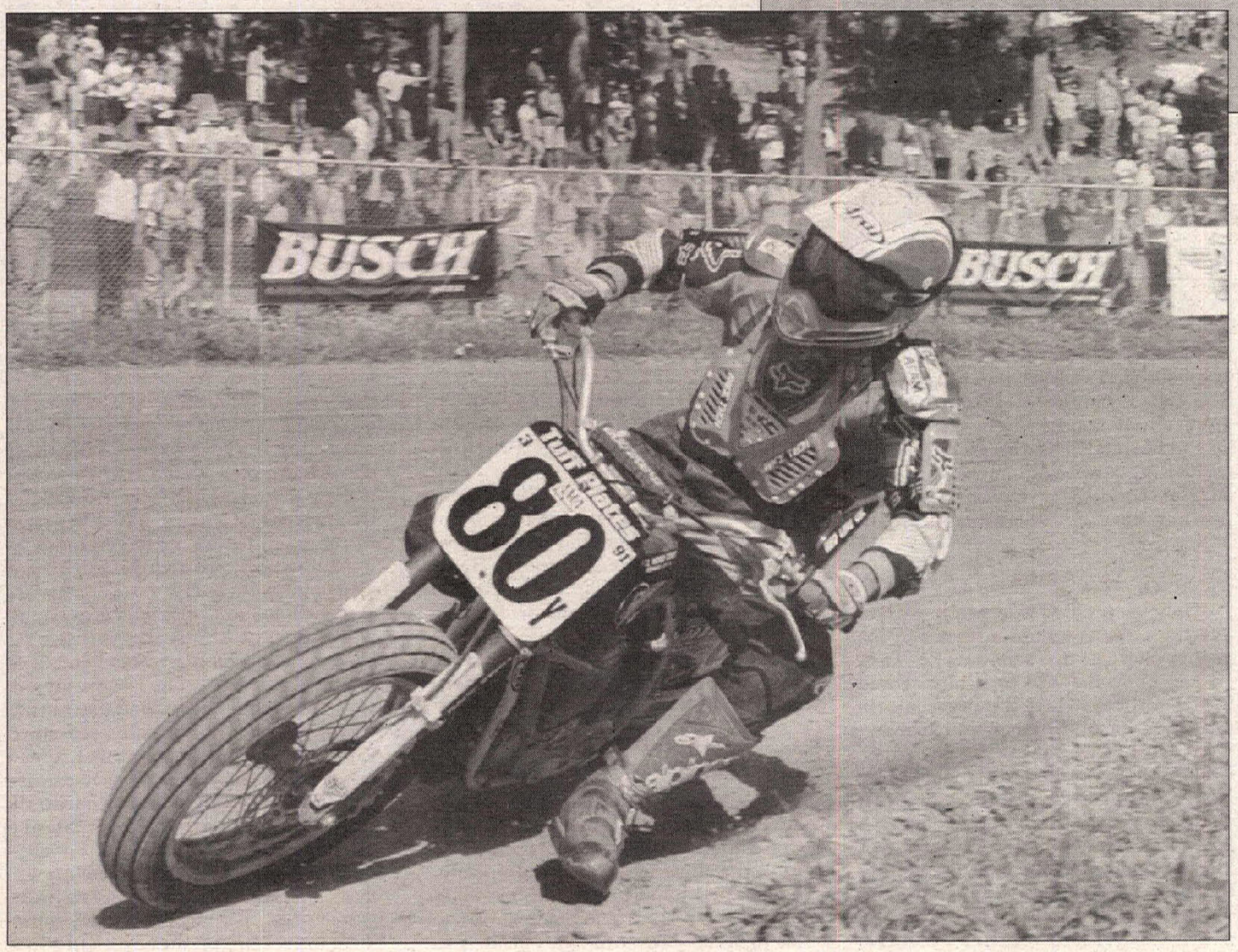
Stanley was able to struggle home eighth on his Gardner Racing/Springfield Armory/BBRP-backed Rotax.

Mike Hacker had a solid ride on his 1-800-FASTHOG/ Moroney's Harley-Davidson backed Rotax. Hacker ran as high as fifth early in the race before slipping to ninth.

"It felt really good today," Hacker said. "Mike Wheeler built me a real good bike. It's the best bike I've ever had here. We felt real comfortable all day. I got a real good start, but then made some mistakes that cost me."

Rod Lake Racing/Engines Only/LE Suspension's John Hlebo III only rides one National a year - at Peoria.

"It was rougher the hell," Hlebo said. "My forks started locking out on me. Being a suspension guy, that's not too good. It just beat me to death. I don't come out every weekend like the rest of these guys, so it's tough to get up to speed. I think I hit every single bump out there. After a few laps, I just couldn't keep in tow. I passed two or three guys. I just couldn't stay on, but I'm stoked. Engines Only has got my motor running



(Opposite page) Chris Carr (4) jumped to the front of the pack and was never headed, as he claimed his 11th Peoria Grand National TT victory and the 41st Grand National win of his career. (Right) Carr celebrates before the cheering crowd. The Californian was hardly challenged as he stormed to the win, his 13th in AMA Grand National TT competition. (Below) Surprise, surprise: Toby Jorgensen, nephew of TT racing great Alex Jorgensen, rode a calculated race to claim the runner-up spot in only his second ever Grand National race.

Round 12: PMC Race Park

AMA GRAND NATIONAL CHAMPIONSHIP SERIES

real good as usual, but my mom and dad got me out here this time. I couldn't be here without their help." Hlebo was the last rider on the lead lap.

HEATS

Stanley got the holeshot in the first heat over fast qualifier Kopp and Dan Butler, but the race was red-flagged when Bob Knapp and Gary Maloney fell in turn one. Maloney would make the restart, but Knapp would have to be transported to the hospital. Stanley repeated his start the second time around as well. Charlie Orr had his Adams Racing Rotax in second, but Kopp soon dropped him to third. Orr was being harassed, first by Butler, whose engine started to go sour, then by Shaun Russell.

At the halfway point, Kopp took first and Russell took third. Russell slipped clear of a battle between Orr and Terry Poovey. On the last lap, Russell's bike slowed, and Orr was in the National.

Davis led the second heat for two laps, until he caught a rut and stalled his engine. Hayden took the point, but was soon passed by Jorgensen. One lap later Hayden retook the lead and pulled to a narrow advantage.

Willie McCoy was holding the third and last transfer spot over Hlebo and Bryan Bigelow, until Hlebo got by over the jump on lap eight. Hlebo held on for the transfer over McCoy, while Bigelow faded.

Heat three saw Hacker jump into the lead, only to have J.R. Schnabel scoot to the front. By the second lap, Landes had moved to second. Hacker was starting to get pressure from Donnie Steward, when Steward's ATK rolled to a stop. With one lap to go, Landes took Schnabel by surprise and won the heat. Schnabel was a solid second, while Hacker dropped into a war for third with Lonny Kopp, Jose Aguilar and Rob Miller. Hacker was able to hold on to the last direct transfer.

King, Kevin Varnes, Carr and Tom Troudt ran up front in the last heat. Carr finally grabbed the lead on lap three and pulled away from King and Varnes. A tight battle was being waged over fourth between Pegram, Troudt and Kenny Coolbeth. On the seventh lap, Coolbeth caught a rut in turn four and high-sided. The race was red-flagged and called complete. Unfortunately for Coolbeth, he too had to be transported to the hospital. The win went to Carr, with King and Saddlemen/Lancaster Harley-Davidson/ Dodge Brothers' Varnes earning second and third, respectively.

(Above) Fresh off his win at the Rapid City Half Mile, Rich King came from behind to pass several riders for a hard-earned third-place finish. (Right) Teammates for a day: Larry Pegram (72) rode the backup bike of Will Davis (21) and had a great day at Peoria, finishing seventh, while Davis finished sixth.

SEMIS

Only the top two riders from each of the three semis would advance to the main event. The first semi saw Rex Fisher jump into the lead over McCoy and Brian Shirley. Hart Racing/Celorie Brothers-backed Fisher and Harley-Davidson of Dallas Eagle Security/ DPC's McCoy pulled to the qualifying spots ahead of a close race for third between Aguilar, Shirley and Poovey.

Jeff Annen led the second semi over Bigelow and Russell. The two youngsters forged past Annen one lap later, with Russell pushing his Bartel's Harley-Davidson/Miller Electric Rotax to the front on lap three. Russell proceeded to run away from USC Racing/ Lancaster Harley-Davidson's Bigelow. Dale Jenneman and Miller closed on Bigelow, but time ran out before they could mount a serious challenge.

The last semi saw Marc Gifford leading Jason Tyer and Lonny Kopp, but it was the Eaken racing duo of Davis and Pegram that was on the move. Davis grabbed the lead on lap three. Pegram took second from Gifford on lap five and still wasn't done, as he used the bottom line to take the lead from Davis, who held on for second, while Gifford edged Tyer.

GRAND NATIONAL

The 18-rider, 25-lap Grand National was called to the line, and led by the surprisingly quick Hayden. With his first choice of starting spots, Hayden took the third spot from the bottom. Landes and Jorgensen would line up to his left. Kopp, Carr and Stanley were to his right. Row two from the outside was made up of King, Hlebo, Hacker, Schnabel, Varnes and Orr. The last row consisted of McCoy, Bigelow, Davis, Pegram, Russell and Fisher.

When the green light flashed, Carr won the drag race, grabbing the lead in the first turn. Stanley and Jorgensen were close in the first turn, but Hayden was flying. Two laps into the race, Hayden was second and the only rider running close to Carr's pace. "Just go for the win what ever it took," was Hayden's theory, but the hard riding would exact a toll. "Every time I'd go back through the right hander it (the brake pedal) would get caught under the bike," Hayden said. "It's so frustrating. Every time it just seems like we can't catch a break. Sometimes I wonder if we should even be here. We were gaining a little bit on him, according to our watches about a tenth a lap."

After Hayden's problems dropped him from contention, Jorgensen pretty well had second in hand.

"Toward the end I started getting out of shape, and with about five laps to go, my dad gave me a signal that I had a lead, so I kind of slowed down," Jorgensen said. "I didn't want to make a mistake because I knew I was in second."

King methodically worked his way to the podium.

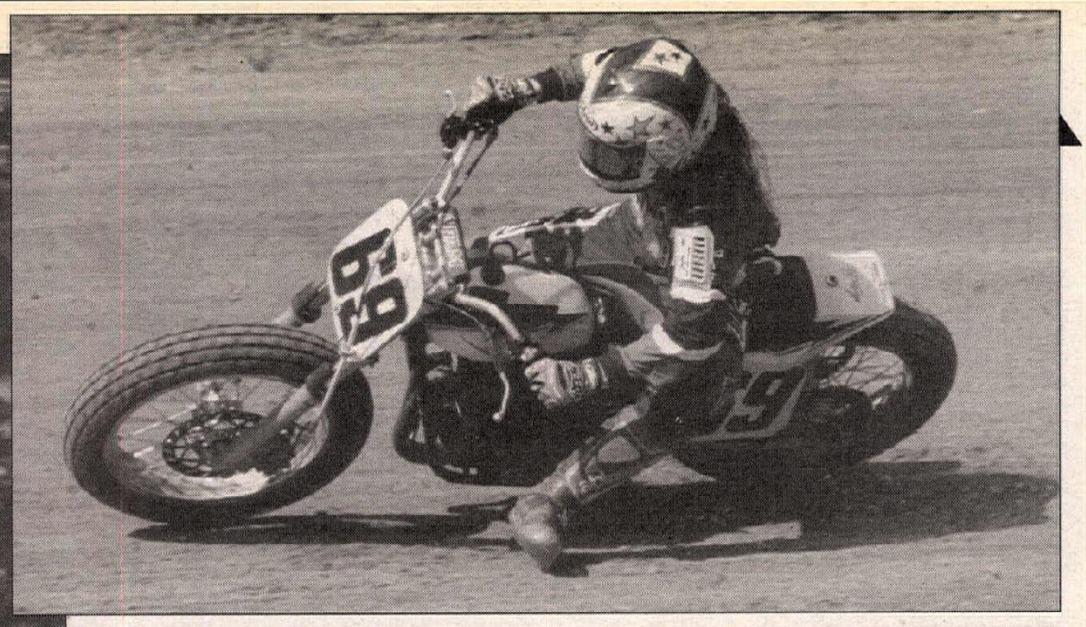
"All in all it worked out pretty good," King said. "Third place isn't bad, but Chris won another one. He's really tough this year. We need to beat him, that's where we need to be. This was the roughest I've seen this track since it was oiled. It was a lot of fun, a little more demanding than usual, but you could pass on it. If I had been where I was and the track was a groove, like it has been in the past, I'd never have gotten to third. The track was awfully rough, with a lot of different lines."

Fourth fell to Kopp, who also had to work his way to the front.

"I got a terrible start, about eighth or ninth," Kopp said. "The last six laps or so, I just couldn't get rolling like I needed to, plus we got a really bad start. Chris got the holeshot, and that ruined my day right there."

Landes was fifth in his first race back from his violent accident at the DuQuoin Mile in July.

"I'm really sore," Landes said. "I feel that's a pretty strong run, after DuQuoin. "I feel good. We just need to do something to get Chris off the box. I had a cou-



(Left) High-flying Scott Parker may have seen his hopes for another Grand National title hit the dirt for good when he crashed in his qualifying heat, suffering a broken bone in his hand and torn ligaments in his shoulder. He could miss the next round or two as a result.
(Above) Coulda, woulda, shoulda: Of all the riders at Peoria, Nicky Hayden mounted the most serious threat to Carr. Hayden ran a second early, and appeared to be making time on Carr before bending his rear brake lever and locking up the rear wheel. He wound up 15th.

ple of times today when I yanked on the handlebars pretty hard. I can't raise my arm over my shoulder now."

Meanwhile, Davis rolled steadily toward a sixth-place finish.

"I was getting off the jump decent, nothing spectacular, but we're going to keep plugging away at this place," Davis said. "One of these days we're going to get on the box here. I'm pretty happy - I came out of here walking."

Russell struggled all day and finally ended his day on the ground in turn four of lap 22. He was in ninth place at the time.

"It's been a rough day, man," Russell said. "We had to change the clutch after the scratch heat, then in the heat race I got a decent start from the back row. I worked my way up and got into third, and thought I was going to transfer, then we broke a rocker arm with a couple laps to go. In the semi I moved up and passed Bryan (Bigelow) and won that, so I felt good for the main.

"In the main I just got a bad start. It's kind of touchy on this track when you have to start in the back. I took my time to get through everybody. I just got by Mike (Hacker), and I hit all the holes in turn four. It just got away from me."

Hacker was satisfied with his ninth.

"When Russell fell, I ran off the track, but was able to keep going," Hacker said. "I came out of here with some points and the best finish I ever had, so I'm pretty happy with the day. Right out of the truck that bike felt good. It made things a whole lot easier. It was real rough the last couple of laps. Through the right-hander, it would jiggle the handlebars right out of your hands. That's how Russell went down."

Bryan Bigelow was another rider happy with his day, with an 11th-place finish.

"The way the day was going, I'm pretty happy just to get into the National," Bigelow said. "Getting over the jump on the first lap of the National, I was pretty excited because last year I never made a complete lap. I'll take an 11th here. I was able to get a little more comfortable the last few laps of the National, and moved up a little. We got some points and got out of here without getting busted up. I don't think I have a bruise on me. My dad built the bikes I rode today, and he told me that if I could make 24 or 25 laps, I'd be 10th, 11th or 12th - to just stay on two wheels- and he was right. I think we got maximum points for us."

Willie McCoy continued his habit of qualifying for Nationals and came home 12th.

"This rough track wore me out today," McCoy said. "If I'd have found a smoother line, I might have moved up. I was just trying to hang on for 25 laps. I started to try and pick up the pace, and it just tried to throw me down. I decided to just try and finish the race. I'm happy we were in there, but I just need to start working out so we can hang in there. I feel good, making the main events, but I want to start finishing in the top five."

Varnes was running eighth when he stubbed his toe in turn four.

"I sprained my ankle again," Varnes said. "I got it caught while it was still on the peg and it just kind of folded under my peg. I really wanted to pull off, but I thought I'd try a couple of laps. Then I saw a couple of guys drop out and then there was no way I was going to pull off."

Varnes ended up 13th. **CN**

Briefly...

With nothing but podium finishes in 1999, **Chris Carr** continues to pad his points lead at Peoria. He now has 217, which is a 66-point lead over second-placed **Rich King** and 76 over the now-injured **Scott Parker**. "I've got a big gap in the points now, unfortunately for Scotty, but my deal is to win races now," Carr said. "It doesn't pay a whole lot of money to win the championship. I've got to make my money winning races."

Scott Parker was able to return to the track in time for the National and give the traditional, "Gentlemen, start your engines" command. After the race, he discussed his spill and injuries. "I broke a little bone on the outside of my left wrist, and what looks like a stress fracture on the knuckle on my left fist," Parker said. "It looks like the bike came down on my forearm. The tire, because I've got rubber on it and it's burned, probably because it was still turning pretty fast. They say I tore the ligaments in my right shoulder. Sometimes they don't do anything, but sometimes it heals faster if they operate. I'll go see my doctor tomorrow and see what he says. My knee is a little sore, but all in all, I'm all right. I was under Kopp and I thought I had him dialed in. It just busted loose. I was on the gas, wide open. I tried to correct and, hindsight, it probably would have been better to just let it bust loose. I think it loaded up on the front end and just slammed me."

Toby Jorgensen has been to two Grand Nationals, qualified for both, and has finished 12th and second. Needless to say, he was one happy camper after the race. "I'm excited," Jorgensen said. "I didn't expect this really, to finish second. I thought I could have been up there, but not second place. I made a mistake in the heat race and finished second, so I was kind of wondering if I could run up there or not. I was wondering what it was going to be like in the main because the track was all chopped up and stuff. When I came here in the spring, I didn't know what to expect. For this race I got my bike working better. I worked a lot harder for this race and it showed." The youngster then added a small commercial for himself. "I hope after this race I can get a 750 ride and we can go do some of the last races."

Almost as happy for Jorgensen was the winner, **Chris Carr**. "Having Toby up on the box is really special," Carr said. "I've been watching him ride since he was about four or five years old. It's neat, the kid has come a long way. He came here in June and finished ninth. To be able to finish second now with the talent that's here, that says a lot. One of these kids is going to come along and wax my ass one of these days, and I'll be happy for them, but I've always said (that) the day someone beats me here will be the most satisfying win, but they're going to have to work for it harder than any win they'll ever have."

Larry Pegram showed he still has the fire burning with his come-from-behind ride. "I haven't been able to ride my motocross bike at all since I fell at Indy," Pegram said. "I hurt my shoulder, and I've been trying to baby it through the last couple of road races. I think that's why I got the arm pump. I've never had a problem with that before. I had such a ball today. I mean I miss this stuff so much. Skip had a bike for me to ride, but we had some trouble with it, so Will stepped up and said "No problem, you can ride my backup." I had so much fun today. I've always done well here and I wanted to do well. I'm not really happy with the way I did finish, but I had never been on that bike before. I jumped on it and got fourth in my scratch heat so I'm on the back row for my heat. I got fourth in the heat so now I have to run a semi. I won the semi and I'm on the third row in the main and come to seventh. We did a good job. Could I beat Chris? No way, but could I have been top three? Maybe. Could I have been top five? Sure. I'm not happy with how we did, but I had a great time."

Injury update: As of Monday, August 16th, **Kenny Coolbeth** was released from St. Francis Hospital in Peoria, Illinois, with two broken bones in his lower right leg, the result of his crash in his heat race. Coolbeth had reportedly not been to see his own physician yet, but the possibility exists he may need surgery to repair the damage. Either way, the 1994 Rookie of the Year is done for the rest of the season. **Bob Knapp** suffered broken ribs in his crash, and was treated and released as well.

Peoria Motorcycle Clubgrounds
Peoria, Illinois
Results: August 15,1999 (Round 12 of 19)

HEAT 1 (10 laps; 12 riders, top three transfer): 1. Joe Kopp (W-R); 2. Dan Stanley (Rtx); 3. Charlie Orr (ATK); 4. Shaun Russell (W-R); 5. Terry Poovey (Rtx); 6. J.P. Simonsen (Rtx); 7. Dan Butler (Rtx); 8. Eric Rickman (Rtx); 9. Ken Yoder Jr. (ATK); 10. Beau Brown (W-R); 11. Gary Maloney (W-R); 12. Bob Knapp (ATK).
Time: 4 min., 30.962 sec.

HEAT 2 (10 laps; 12 riders, top three transfer): 1. Nicky Hayden (Rtx); 2. Toby Jorgensen (CCM); 3. John Hlebo III (W-R); 4. Willie McCoy (ATK); 5. Bryan Bigelow (ATK); 6. Marc Gifford (W-R); 7. Rex Fisher (W-R); 8. Jeff Annen (W-R); 9. Steve Beattie (ATK); 10. Billy Martin (Rtx); 11. Trenton Bailey (CCM); 12. Will Davis (ATK).
Time: 4 min., 30.327 sec.

HEAT 3 (10 laps; 12 riders, top three transfer): 1. Brett Landes (ATK); 2. J.R. Schnabel (W-R); 3. Mike Hacker (Rtx); 4. Lonny Kopp (Rtx); 5. Jaime Aguilar (W-R); 6. Rob Miller (Rtx); 7. Jason Tyer (Rtx); 8. Josh Butler (Rtx); 9. Ryan Anderson (W-R); 10. Chris Boone (Rtx); 11. Michelle Disalvo (W-R); 12. Donnie Steward (ATK).
Time: 4 min., 36.155 sec.

HEAT 4 (10 laps; 12 riders, top three transfer): 1. Chris Carr (ATK); 2. Rich King (CCM); 3. Kevin Varnes (Rtx); 4. Larry Pegram (ATK); 5. Tom Troudt (W-R); 6. Brian Shirley Jr. (Rtx); 7. Paul Lynch (Rtx); 8. Dale Jenneman (Rtx); 9. Frank Kaiser (W-R); 10. Mike Varnes (W-R); 11. Ken Coolbeth Jr. (W-R); 12. Gerry Booher (Rtx).
Time: No time due to red flag.

SEMI 1 (8 laps; 12 riders, top two transfer): 1. Rex Fisher (W-R); 2. Willie McCoy (ATK); 3. Jaime Aguilar (W-R); 4. Brian Shirley Jr. (Rtx); 5. Terry Poovey (Rtx); 6. Eric Rickman (Rtx); 7. Billy Martin (Rtx); 8. Frank Kaiser (W-R); 9. Josh Butler (Rtx); 10. Michelle Disalvo (W-R); 11. Gary Maloney (W-R); 12. Gerry Booher (Rtx).
Time: 3 min., 43.618 sec.

SEMI 2 (8 laps; 12 riders, top two transfer): 1. Shaun Russell (W-R); 2. Bryan Bigelow(ATK); 3. Dale Jenneman (Rtx); 4. Rob Miller (Rtx); 5. Dan Butler (Rtx); 6. Tom Troudt (W-R); 7. Ryan Anderson (W-R); 8. Jeff Annen (W-R); 9. Beau Brown (W-R); 10. Trenton Bailey (CCM); 11. Ken Coolbeth Jr. (W-R); 12. Donnie Steward (ATK).
Time: 3 min., 43.928 sec.

SEMI 3 (8 laps; 12 riders, top two transfer): 1. Larry Pegram (ATK); 2. Will Davis (ATK); 3. Marc Gifford (W-R); 4. Jason Tyer (Rtx); 5. J.P. Simonsen (Rtx); 6. Steve Beattie (ATK); 7. Lonny Kopp (Rtx); 8. Paul Lynch (Rtx); 9. Mike Varnes (W-R); 10. Ken Yoder Jr. (ATK); 11. Chris Boone (Rtx); 12. Bob Knapp (ATK).
Time: 3 min., 45.337 sec.

GRAND NATIONAL (25 laps; 18 riders): 1. Chris Carr (ATK); 2. Toby Jorgensen (CCM); 3. Rich King (CCM); 4. Joe Kopp (W-R); 5. Brett Landes (ATK); 6. Will Davis (ATK); 7. Larry Pegram (ATK); 8. Dan Stanley (Rtx); 9. Mike Hacker (Rtx); 10. John Hlebo III (W-R); 11. Bryan Bigelow (ATK); 12. Willie McCoy (ATK); 13. Kevin Varnes (Rtx); 14. Charlie Orr (ATK); 15. Nicky Hayden (Rtx); 16. Shaun Russell (W-R); 17. J.R. Schnabel (W-R); 18. Rex Fisher (W-R).
Time: 11 min., 22.370 sec.

AMA GRAND NATIONAL DIRT TRACK SERIES POINTS STANDINGS (After 14 of 21 rounds): 1. Chris Carr (217/4 wins); 2. Rich King (151/2); 3. Scott Parker (141/1); 4. Will Davis (131/2); 5. Kevin Atherton (107/1); 6. Bryan Bigelow (105); 7. Geo Roeder II (97); 8. Joe Kopp (96); 9. Jay Springsteen (93/1); 10. Kevin Varnes (89); 11. Ken Coolbeth Jr. (75); 12. Dan Butler (66); 13. (TIE) Steve Morehead/Mike Hacker (58); 15. (TIE) Brett Landes/Nicky Hayden (55); 17. J.R. Schnabel (44); 18. Shaun Russell (40); 19. Steve Beattie (36); 20. Terry Poovey (34).

Round 11: Black Hills Speedway

AMA GRAND NATIONAL CHAMPIONSHIP SERIES

King

Steve Morehead (42) leads fellow Ohioan Geo Roeder II (66) up high on the banks of Black Hills Speedway, while Rich King (80) runs it in on the low groove. King went on to take the win ahead of Chris Carr (4) and Roeder.

By Dave Hoenig
Photos by Flat Trak Fotos

RAPID CITY, SD, AUG. 11

The black rain cloud that has followed the AMA's 1999 Grand National Dirt Track Series once again threatened the Rolling Thunder Show. After rainouts in Ohio and Michigan, the main event at Black Hills Speedway was barely squeezed in just before a major thunderstorm rolled through the area.

An early afternoon shower, with the forecast of more severe weather to follow, forced the SuperTracker Series to the back burner. The rain and extra wheel-packing left the banked half-mile fast and slick, resulting in some exciting action for the large crowd, estimated at over 7500, for the midweek race. When all was said and done it was Corbin Racing/Harley-Davidson Cycle Center of Waterloo-backed Rich King capturing his second National of the year, and the eighth of his career.

King took full advantage when early race leaders Kevin Varnes and Geo Roeder tangled exiting turn two on the sixth lap.

"I was third there to start with and Roeder and Varnes were going back and forth pretty heavy," King said. "They got together on the back chute and that opened the door for me. I started pushing harder and harder, then I got a little out of shape down in three and four. I just backed it down and tried to keep an eye on them. I just tried to stay smooth after that. I knew there weren't any other lines coming in."

Current series points leader Chris Carr also slipped his Harley-Davidson of Sacramento/Phoenix Racing/Big Valley Ford-backed Harley around Varnes.

"Roeder and Varnes got together coming off two and that was pretty scary," Carr said. "I thought Kevin was going down - that was pretty gnarly. I was able to get through there, but Roeder got away. I was able to run him back down. I just altered my lines a little and started getting a little more aggressive in turns one and two, and it worked."

Saddlemen/Lancaster Harley-Davidson/Dodge Brothers-backed Varnes had taken the early lead with the Schaeffer's Harley-Davidson/Las Vegas Harley-Davidson's Roeder giving chase.

"I got out fourth off the line, but I had a good first and second turn, came right through the middle of everybody," said Varnes. "I split King and Roeder and got a good drive off turn two. I led it for a while, then Roeder got back under me. He was going good."

Varnes and Roeder dueled away with King and Carr also swapping positions back and forth. On lap six, Roeder's drive off turn two carried him high.

"Varnes was going around on the outside," said Roeder. "I kind of moved up a little bit. I was trying to get better traction, she just hooked up and came across in front of him. Luckily he didn't go down. It was just racing, I guess. Everybody came out of it all right."

It was a very close call for Varnes as he narrowly avoided heavy contact with the wall.

"We were going back and forth and then I started to go around him on the outside coming out of turn two," explained Varnes. "I was right up beside him and he just started drifting up. He just kept going and going and here comes the wall. I got into the wall a little bit and had to back off. That's where King passed us both and Carr got by me."

After taking the lead at the end of lap six, King pulled away to a solid lead. Roeder and Carr battled to the end with Varnes moving back into contention late in the race.

Slipping away to a lonely fifth-place finish was defending Grand National Champion Scott Parker aboard his Harley-Davidson Motor Company/AGV/Fick Excavating- backed Harley.

"We couldn't go forward and didn't go backward; we sort of held our own," Parker said. "I thought I was catching them for a few laps, sort of reeling them in a little bit. Then one mistake and it was all gone. Everyone was running so close to the same speed, if you loose half a tenth here and half a tenth there, pretty soon it's all over. I think Will (Davis) was the only guy I passed."

Will Davis was making a move toward the front on his Eaken Racing/Rod Lake/Racing for Kids' Harley when his charge stalled.

"I was going for it early, then I started going backwards," Davis explained. "I've got nothing to blame it on. I just don't know. That's been my answer a lot lately, I don't know. We blistered a tire - possibly that's it - because we were going for it. I think we blistered it early on. It didn't feel like it was spinning at that point, but it could have been affecting corner speed. It couldn't have been great the way it was. Just keep swinging is all I can tell you."

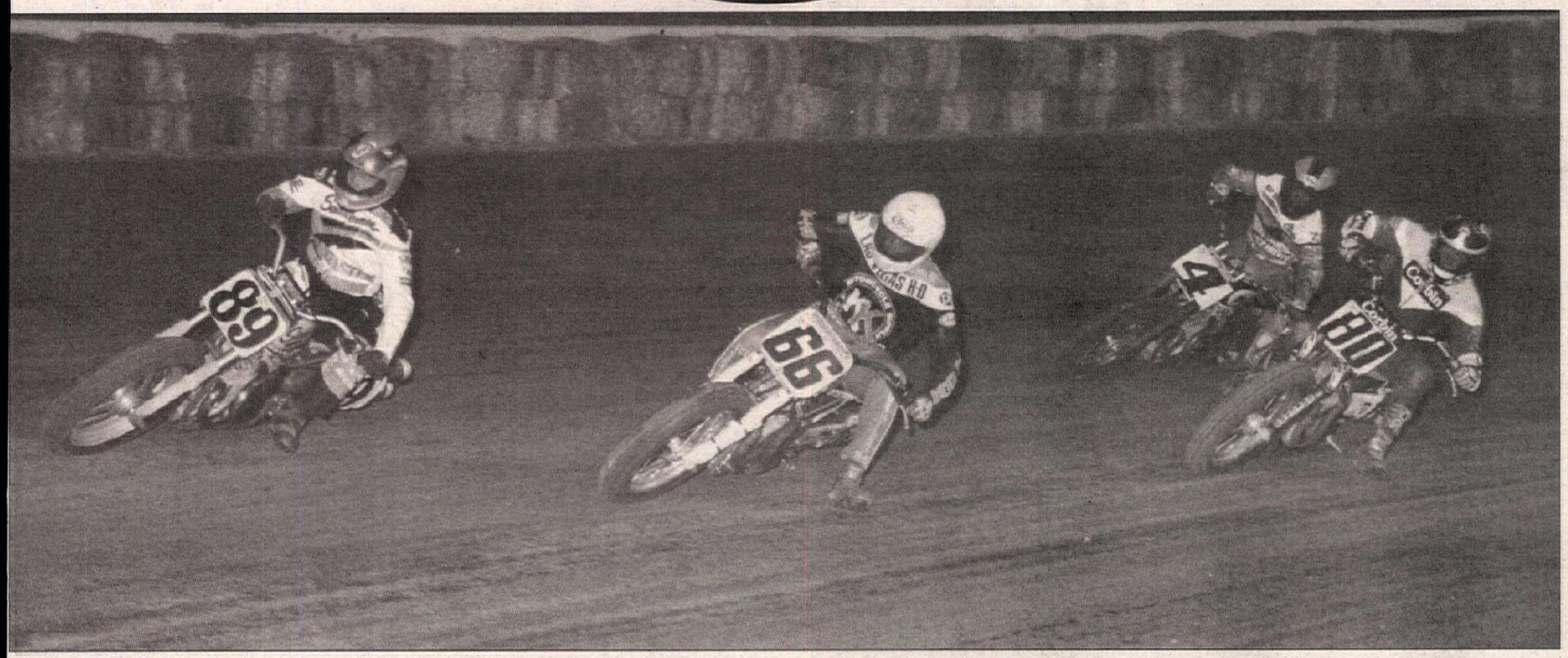
Behind Parker a small war was being waged over sixth. Nicky Hayden, Steve Morehead, Davis, Dan Butler, Bryan Bigelow, Mike Hacker, Joe Kopp and Kenny Coolbeth were riding in a huge pack. BF/LFA/Michigan Harley-Davidson Dealers' Hayden looked to have sixth place in hand when his Harley coasted to a halt.

"I don't know what happened, something in the bottom end," Hayden said. "I'm not sure. It's pretty disappointing. I came from way back, I found a good line up in one and two and was moving up, passing some guys. It's just frustrating every time. I just can't seem to catch a break in dirt track. It's always something, me or something. I'm not making excuses. Nobody said it was going to be easy, but God, to always screw it up somehow. We'll just try it again."

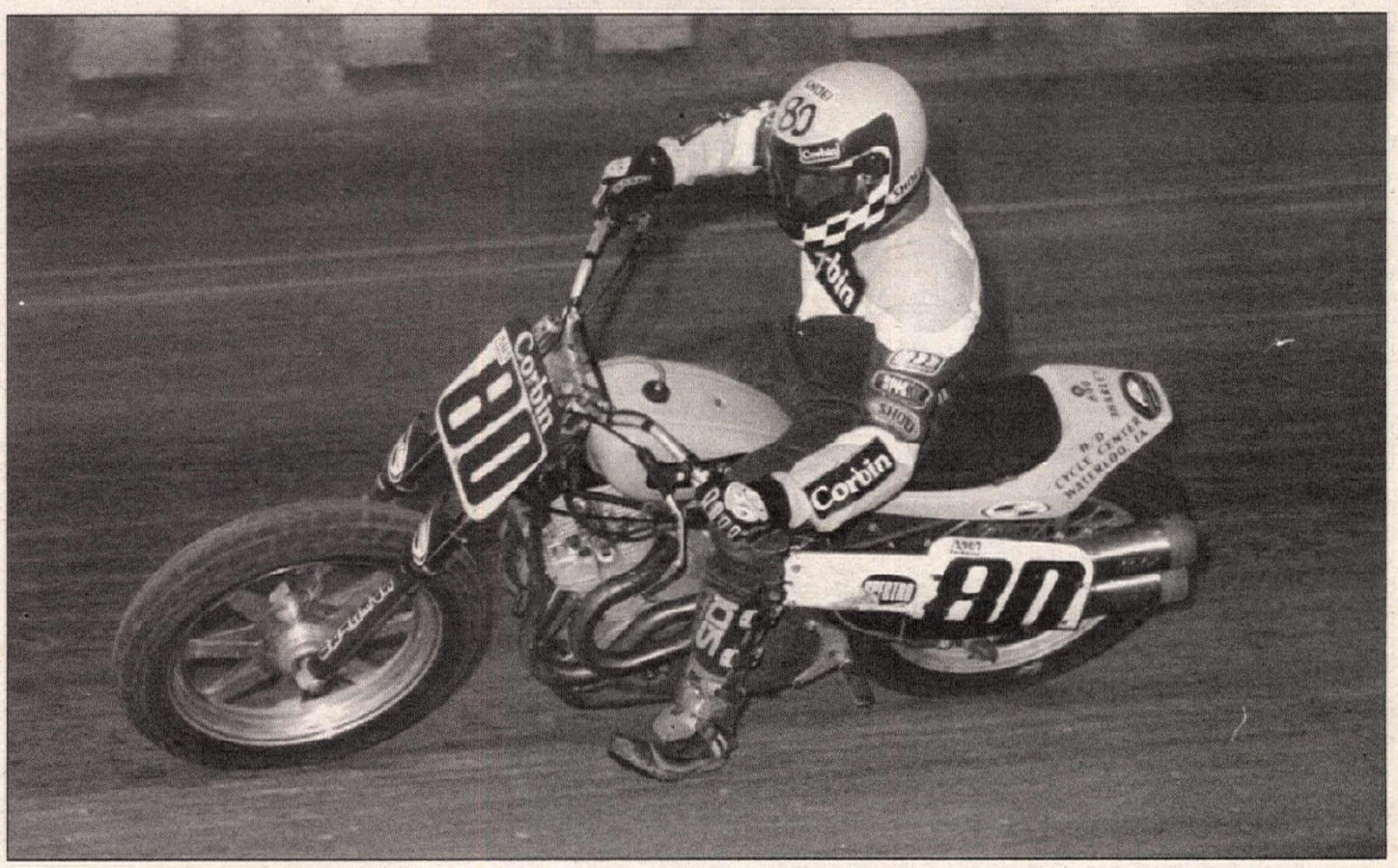
Saddlemen/Lancaster Harley-Davidson/Dodge Brothers' Butler dropped as low as ninth before working his way up to a strong sixth-place finish. Dave Burks Motorsports/Harley-Davidson of Missouri-backed Joe Kopp overcame a slow start to come home seventh. USC Racing/Lancaster Harley-Davidson/Marshall Distributing's Bryan Bigelow was disappointed with his eighth-place finish.

"We kind of struggled tonight," he said. "We just weren't as fast as we needed to be, from the first practice to the last lap of the National. I couldn't get it into the corners where I wanted. On these stock-car tracks, I should finish better than eighth - they're supposed to be my cup of tea. All night I was getting good starts and then they would pass me. When you're a tenth or two off, multiplied over 25 laps, that puts you quite a ways back. I just pretty much salvaged what we got here tonight, and

reigns



(Above) The main event featured a four-rider battle early in the race, as King (80), Carr (4) and Roeder (66) diced it out with new track record holder Kevin Varnes (89), who wound up fourth.
(Right) Once King pulled clear of the field, there was no stopping him, as he ran his Corbin Harley-Davidson around the bottom for his second Rapid City win in three years.



that was eighth place. It could have been a lot worse."

Steve Morehead had his KK Supply/F&S Harley-Davidson in the middle of the pack and ended up ninth.

"I don't even know where I finished, ninth or 10th, I guess," Morehead said. "We were good at one end and stunk at the other. It really got slick down in turns three and four. Three and four was just about like oil, the way the rubber was laid down. There were just real shiny spots, and the worst part was it was clear passed the apex of the corner. I'd try to ride across that and just loose my front end. We just got beat."

Rounding out the top 10 was a very disappointed Kenny Coolbeth. Coolbeth had taken his Harley-Davidson of Missouri/Dave Burks Motorsports' Harley to fast heat time and his first pole position. A bad getaway left the youngster mired deep in the field.

"Just a real bad start," he said. "It seemed like the light went green way faster than usual. I got excited, wheelied and they were gone. I was like third to last or something. It was really tight the first couple of laps, then I was able to move up some. It's disappointing to have fast time and then get a start like that."

HEATS

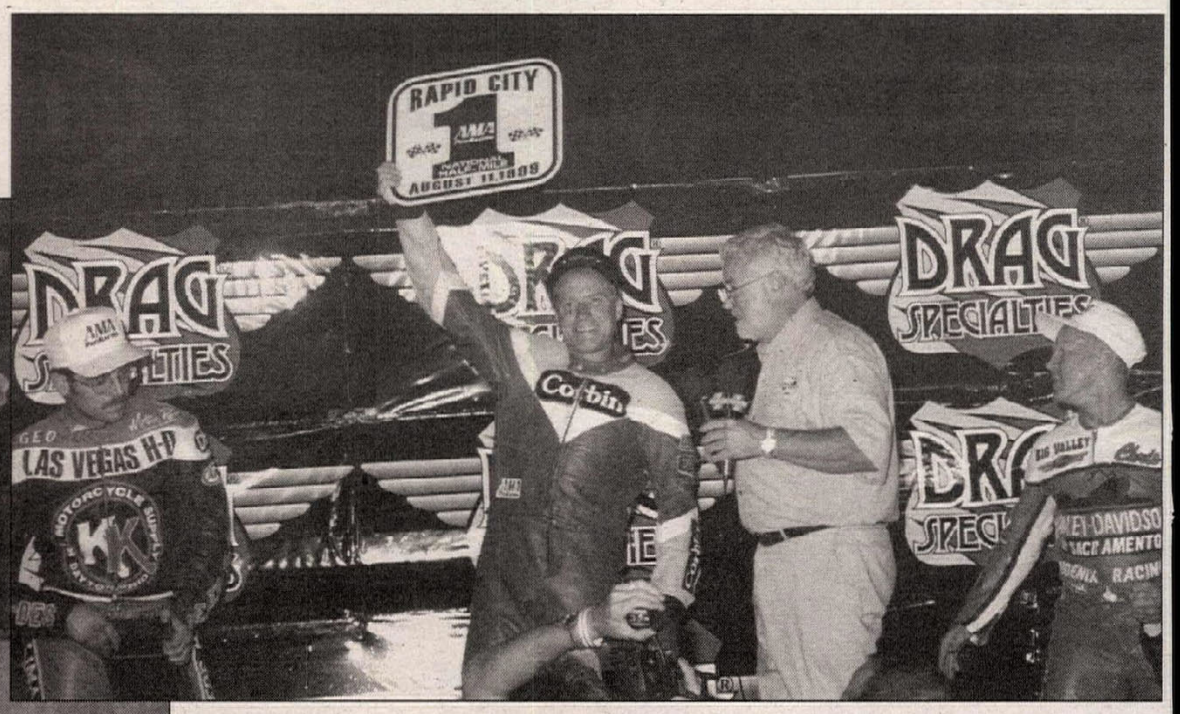
Coolbeth got the holeshot in the first heat and led fast qualifier Kevin Varnes into the first turn. Mike Hacker was third early, but slipped behind Bryan Bigelow.

Varnes pressured for a while, but Coolbeth slowly pulled clear. Varnes settled into second, while the battle over the last direct transfer spot turned into a three-rider struggle as Bigelow and Hacker were joined by J.R. Schnabel in the quest. Bigelow prevailed, sending Schnabel and Hacker to the semis.

King led Morehead off the line in the second heat, but soon left Morehead behind to fend off Parker, Jay Springsteen, Dan Stanley and Mike Varnes. King easily pulled to a comfortable lead, where he could experiment with several different lines for the main. Morehead and Parker pulled away, but Parker continued the fight for second. Morehead was able to withstand all of the champ's challenges and held onto the spot. Springsteen led Mike Varnes, Garth Bastian and Stanley into the semis.

There were several good races in the third heat. The best was the race for the lead. Carr held the early lead over Roeder, Willie McCoy and Ronnie Jones, with Carr and Roeder quickly distancing

(Below) King celebrated the win by taking his daughter, Amber, on the victory lap.
(Right) With the win, King (center) pulled to within six points of second-placed man Scott Parker (fifth at Rapid City) in the series standings, while Carr (right) stretched his series points lead to 53 over Parker.



themselves from the rest of the field.

Despite Roeder's fierce charge, Carr kept the Ohioan at bay until the last lap. Entering turn three, Roeder drove around the outside and chopped down in front of Carr, with his drive off four carrying him to the win. Joe Kopp had moved to a solid third over McCoy, Jones and Ken Yoder.

The last heat featured another heated battle for first. Dan Butler led Davis and Hayden in the first turn with Butler and Davis able to hold their positions, while Steve Beattie managed to climb into third. Three laps in, Hayden retook third and tried to close on the fleeing leaders. Davis was all over Butler and on the last lap he tried to drive deep into three - on the outside. While the leaders duked it out, Hayden rapidly closed the gap.

Butler staved off the challenge of Davis, and Hayden was a closing third. Beattie led Shaun Russell to the semis.

SEMIS

Mike Hacker, Shaun Russell, Beattie and J.R. Schnabel led the first semi into turn one, with Russell leading the way at the end of the opening lap. Hacker managed to push his 1-800-FASTHOG/Moroney's Harley-Davidson-backed Harley forward with Beattie dropping Russell to third, where he came under attack from Schnabel.

At the halfway point, the top two positions were set with Hacker well in control over Stylemaster Custom Motorcycle's Beattie. Schnabel held third as Russell desperately tried to gain that last transfer. As the leaders took the white flag, Russell tried to go around the outside of Schnabel in turn three, but Russell's gamble failed to pay off, and he crashed. The Team Powell/Sunoco-backed Schnabel was home free.

McCoy and Springsteen led the last semi, but BF/LFA/Michigan Harley-Davidson Dealers-backed Ronnie Jones soon forged his way to the front. McCoy held tough for several laps, but finally had to defend his second-place position from the advances of Springsteen.

The Harley-Davidson of Dallas/Eagle Security-backed McCoy was able to keep the Bartel's Harley-Davidson/Real McCoy-sponsored Springsteen in check. Mike Varnes topped a race-long battle with Dan Stanley for fourth.

GRAND NATIONAL

As lightning flashed in the distance, the 25-lap National got underway with Roeder and King hitting turn one first. But it was Kevin Varnes who led the fray at the completion of the first lap. Roeder then blasted to the front as Varnes locked on to his rear wheel. King and Carr, meanwhile, were dueling over third when the leaders tangled - giving King the window of opportunity he was looking for.

"I had to shut off and get on the brakes hard," Varnes said of his near encounter with the wall. "I should have been ahead of him, I guess."

King roared off with Roeder still holding down second. After a few laps Carr and Varnes regrouped and closed on Roeder.

"I got going a little too late," Carr said. "I found where I needed to be and started charging; I was just a little late to catch Rich. That's the way it goes. We did what we needed to do - we beat the guy we needed to beat and got a few guys in between us."

Roeder made a last-ditch stand against both Carr and Varnes.

"I tangled up with Varnes and that kind of blew my concentration there for a couple of laps," Roeder said later. "I got into him coming off two. I know it screwed him up and it screwed me up too."

With three laps to go, Carr took second, but Roeder wasn't about to go down quietly. On the last lap Roeder dove under Carr exiting turn two and led him down the back straight and into turn three. This is where Carr's plan went into effect.

"The last lap I came into turn three kind of behind him," Carr explained. "I started to roll to the outside. I had noticed late in the race, that he had been lighting it up pretty hard off the bottom groove. I knew that he would try to protect the bottom and I was hoping he would light it up again. He spun worse than he had all night, so I was able to go around him."

"I should have beat Chris, but I got all sideways coming off four," Roeder said. "I got on the gas too hard. I got too excited again. I'll get it together one of these days. We were going good all day, we knew right from the time we unloaded it was fast. We knew we had a shot."

Watching for the mistake that never came, Varnes was stuck in fourth.

"I was trying to play catch-up and Carr and I were pretty much running the same line, so it was hard to gain on him," Varnes said. "I caught back up with Roeder, but he and Carr were running side by side and I didn't have anywhere to go."

Davis dropped all the way to 11th after his strong start, and Hacker had worked his way as high as seventh before dropping to 12th.

Springsteen actually worked his way up to 13th from a 16th-place start. McCoy, Beattie, Schnabel and Jones rounded out the finishers.

SUPERTRAPP SUPERTRACKERS

The SuperTracker heats were brought out as soon as the Grand National winner's circle was completed.

Mike Hacker and Michelle DiSalvo had their Harleys leading the first heat until Team Powell/Hall's Motorsports' J.R. Schnabel brought his Suzuki to the front. Schnabel took the lead temporarily as Hacker flexed some newfound muscle on his 1-800-FASTHOG/Moroney's Harley-Davidson-backed Harley. Hacker retook the lead only to lose it once again at the finish line.

DiSalvo dropped third to Bob Buffington until the last lap when she slipped her Modesto Harley-Davidson/Super-Trapp-sponsored Harley back around Buffington's Suzuki.

The second heat was led off the line by Brian Kromroy with Rob Miller and Steve Morehead right behind. The first lap saw Morehead leading a tight formation of Rob Miller, Kromroy, Joe Kopp, Roy Miller and Scott Deubler.

Morehead and Miller were joined in their battle by the Dick's Suzuki/Dave Burks Motorsports' Suzuki of Kopp. Kopp took over the lead at the halfway point and put some distance between himself and the battle for second.

After a racelong battle, Miller had his Howell's Harley-Davidson/Finish Line Tech/Saddlemen-backed Harley in front of Morehead's KK Motorcycle Supply/F&S Harley-Davidson-backed Suzuki at the end.

As the last heat was coasting into the pits, a light sprinkle began to fall. Soon it turned to rain, and the main event was not to be. By virtue of his fast heat time, Schnabel was awarded the winner's share of the purse. All riders received one point toward the Super-Trapp SuperTracker Series Championship. CN

Black Hills Speedway
Rapid City, South Dakota
Results: August 11, 1999 (Round 11 of 19)

HEAT 1 (10 laps; 9 riders, top three transfer): 1. Ken Coolbeth Jr. (H-D); 2. Kevin Varnes (H-D); 3. Bryan Bigelow (H-D); 4. J.R. Schnabel (H-D); 5. Mike Hacker (H-D); 6. Brent Armbruster (H-D); 7. Lonny Kopp (H-D); 8. Roy Miller (H-D); 9. Jaime Aguilar (H-D).
Time: 3 min., 51.593 sec.

HEAT 2 (10 laps; 9 riders, top three transfer): 1. Rich King (H-D); 2. Steve Morehead (H-D); 3. Scott Parker (H-D); 4. Jay Springsteen (H-D); 5. Mike Varnes (H-D); 6. Garth Bastian (H-D); 7. Dan Stanley (H-D); 8. Billy Martin (H-D); 9. Joey Brock (H-D).
Time: 3 min., 52.912 sec.

HEAT 3 (10 laps; 8 riders, top three transfer): 1. Geo Roeder II (H-D); 2. Chris Carr (H-D); 3. Joe Kopp (H-D); 4. Willie McCoy (H-D); 5. Ronnie Jones (H-D); 6. Ken Yoder Jr. (H-D); 7. Steve Liberty (H-D); 8. Brian Shirley Jr. (H-D).
Time: 3 min., 53.318 sec.

HEAT 4 (10 laps; 8 riders, top three transfer): 1. Dan Butler (H-D); 2. Will Davis (H-D); 3. Nicky Hayden (H-D); 4. Shaun Russell (H-D); 5. Steve Beattie (H-D); 6. Paul Lynch (H-D); 7. Dale Jenneman (H-D); 8. Larry Marsh (H-D).
Time: 3 min., 53.648 sec.

SEMI 1 (8 laps; 11 riders, top three transfer): 1. Mike Hacker (H-D); 2. Steve Beattie (H-D); 3. J.R. Schnabel (H-D); 4. Paul Lynch (H-D); 5. Dale Jenneman (H-D); 6. Brent Armbruster (H-D); 7. Lonny Kopp (H-D); 8. Larry Marsh (H-D); 9. Roy Miller (H-D); 10. Shaun Russell (H-D); 11. Jaime Aguilar (H-D).
Time: 3 min., 08.110 sec.

SEMI 2 (8 laps; 11 riders, top three transfer): 1. Ronnie Jones (H-D); 2. Willie McCoy (H-D); 3. Jay Springsteen (H-D); 4. Mike Varnes (H-D); 5. Dan

Stanley (H-D); 6. Garth Bastian (H-D); 7. Ken Yoder Jr. (H-D); 8. Billy Martin (H-D); 9. Brian Shirley Jr. (H-D); 10. Joey Brock (H-D); 11. Steve Liberty (H-D).
Time: 3 min., 09.702 sec.

GRAND NATIONAL (25 laps; 18 riders): 1. Rich King (H-D); 2. Chris Carr (H-D); 3. Geo Roeder II (H-D); 4. Kevin Varnes (H-D); 5. Scott Parker (H-D); 6. Dan Butler (H-D); 7. Joe Kopp (H-D); 8. Bryan Bigelow (H-D); 9. Steve Morehead (H-D); 10. Ken Coolbeth Jr. (H-D); 11. Will Davis (H-D); 12. Mike Hacker (H-D); 13. Jay Springsteen (H-D); 14. Willie McCoy (H-D); 15. Steve Beattie (H-D); 16. J.R. Schnabel (H-D); 17. Ronnie Jones (H-D); 18. Nicky Hayden (H-D).
Time: 9 min., 41.385 sec.

AMA GRAND NATIONAL DIRT TRACK SERIES POINT STANDINGS (After 11 of 19 rounds): 1. Chris Carr (194/3 wins); 2. Scott Parker (141/1); 3. Rich King (135/2); 4. Will Davis (118/2); 5. Kevin Atherton (107/1); 6. (TIE) Bryan Bigelow/Geo Roeder II (97); 8. Jay Springsteen (93/1); 9. Kevin Varnes (83); 10. Joe Kopp (81); 11. Ken Coolbeth Jr. (75); 12. Dan Butler (66); 13. Steve Morehead (58); 14. Nicky Hayden (51); 15. Mike Hacker (48); 16. J.R. Schnabel (42); 17. Brett Landes (41); 18. Shaun Russell (37); 19. Steve Beattie (36); 20. Terry Poovey (34).

SUPERTRAPP SUPERTRACKER SERIES (Round 6 of 10)

HEAT 1 (6 laps; 5 riders, all transfer): 1. J.R. Schnabel (Suz); 2. Mike Hacker (H-D); 3. Michelle DiSalvo (H-D); 4. Bob Buffington (Suz); 5. Joey Brock (H-D).
Time: 2 min., 26.767 sec.

HEAT 2 (6 laps; 6 riders, all transfer): 1. Joe Kopp (Suz); 2. Rob Miller (H-D); 3. Steve Morehead (Suz); 4. Brian Kromroy (H-D); 5. Roy Miller (Suz); 6. Scott Deubler (Yam).
Time: 2 min., 27.364 sec.

SUPERTRAPP SUPERTRACKER NATIONAL: 1. J.R. Schnabel (Suz); 2. Joe Kopp (Suz); 3. Mike Hacker (H-D); 4. Rob Miller (H-D); 5. Michelle DiSalvo (H-D); 6. Steve Morehead (Suz); 7. Bob Buffington (Suz); 8. Brian Kromroy (H-D); 9. Joey Brock (H-D); 10. Roy Miller (Suz); 11. Scott Deubler (Yam).

SUPERTRAPP SUPERTRACKER SERIES POINT STANDINGS (after 6 of 10 rounds): 1. Joe Kopp (100/3 wins); 2. Steve Morehead (91/1); 3. J.R. Schnabel (87/1); 4. Brian Kromroy (65); 5. Brett Landes (64); 6. Rob Miller (54); 7. Mike Hacker (52); 8. Bob Buffington (47); 9. Gary Rogers (38); 10. (TIE) Roy Miller/Joey Brock (37); 12. (TIE) Rich King/Scott Deubler (26); 14. Michelle DiSalvo (13); 15. (TIE) Ivan Carl/Scott Stump (10); 17. Larry Pegram (8); 18. Jess Roeder (7).

Briefly...

Rich King capped off a great ride by taking his daughter Amber on his victory lap. "It felt good right from the get go," said King. "It just came down to what tire we wanted to run and what air pressure and stuff like that. Every time we went out we felt a little more comfortable. We ran a Goodyear, but we were just as quick with the Continental. We really didn't make too many adjustments all night. It felt good, we needed it."

King's win was worth **$4470,** while Chris Carr collected $3315 and Geo Roeder took home $2090. Almost as important to Carr was the fact that he gained another five championship points on nine-time Grand National Champion Scott Parker. Carr's point lead is now 53 points, leading Parker 194-141. King is third with 135 points; Davis is fourth with 118, and the injured Kevin Atherton is fifth, with 107.

In the four-lap qualifying heats Saddlemen/Lancaster Harley-Davidson/Dodge Brothers-backed **Kevin Varnes** set a new track record with a time of 1:34.482, breaking the old record set in 1995 by Terry Poovey at 1:35.27. Rich King, Geo Roeder and Dan Butler also broke the old record. Only Nicky Hayden's 1:35.698 failed to break Poovey's time. "Another fast time and new track record, that's kind of neat. Too bad it doesn't pay points," Varnes said.

Geo Roeder continues his strong showings on tracks that have never been considered "Roeder" tracks. "Too many rookie mistakes," he said. "If I hadn't done that I don't know what would have happened. I got out in the lead and I thought, 'Man, this isn't too hard, so far.' I'm happy as heck - another third. I wanted that second. This is our third, third place this year. I wanted to win, of course, but I've never finished second; it would have been a minor accomplishment. I'm happy, we got some points and I'm going home to get ready for Hagerstown. If that thing keeps working like it was tonight we should be in great shape. I'm happy with Chico, he really has got the bikes working great."

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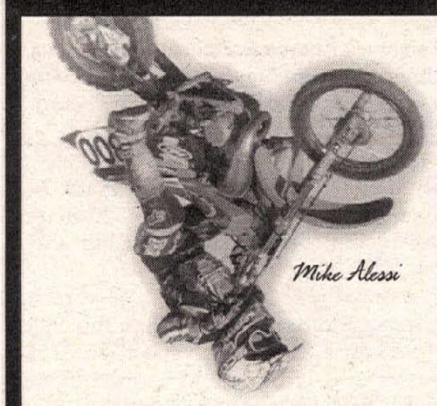

Ponca City, OK-July 27-31, 1999
Hurricane Mills, TN-August 1-7, 1999

ALESSI FLIPS FOR WIN!

Amidst a barrage of protests and a horrendous on-track get off, **Mike Alessi** and his Dean Dickinson tuned/R&D/Team Green Kawasaki came from behind to capture yet another title at **Loretta Lynn's AMA Amateur Nationals** in spectacular fashion. The previous week Mike began his winning ways by capturing 2 national titles at the **NMA Ponca City Grand National Championships** in Ponca City, Oklahoma... Proving once again, **Maxima and Mike Alessi are one tough combination to beat!**

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Round 10: Circuit um Kuelebierg

FIM WORLD CHAMPIONSHIP 500cc MX SERIES

Bartolini dusts 'em

Yamaha's Andrea Bartolini increased his chances of winning the 500cc crown with a sweep at the 500cc GP in Luxembourg.

By Alex Hodgkinson

ETTELBRUCK, LUXEMBOURG, AUG. 8

Yamaha's Andrea Bartolini scored a 40-point maximum to enhance his chances of clinching this year's World 500cc MX title, but it was not a win of which he could be truly proud.

"When I was in second place to (Joel) Smets in the first race, I could not see the track because of the dust," he explained of the terrible racing conditions at Ettelbruck. "I am happy with the 40 points because of the championship, particularly as this is the last race on my type of track, but that was not motocross today."

The track had not been prepped well for the GP.

"There is one line out there about 3 inches wide," said Trampas Parker, who scored zero points on the day, of the track. "That's bad enough, but we can't see it. They didn't water for us at all. I flew right off the track during the first race. The people I just missed looked terrified, too, when I got close enough to see them."

The entire field told the same kind of story.

"We were on quarter throttle up the hills," Shayne King said. "Spectators were peering over the fence and nearly getting hit. Kurt (Nicoll) said it was up to me whether or not I start race two."

Siggi Bauer, in the top six the week before in Namur, said, "In the pack you saw nothing. I actually stopped to see what it was like on a clear track but even then you couldn't see the lines. I'm not racing for the championship and I don't have to put up with that."

While the 250cc class was in search of grip on the bare rock, half of the 500cc class could at least rely on four-stroke power to help them find traction. It was just a pity they couldn't see the track. The two-strokes were not having fun.

"My 380 is most definitely not the bike for this track," KTM's Parker said. "I don't think better than eighth was possible. The power comes on so harshly with the 380."

A typical Joel Smets assault in the final turn of lap one gave the Belgian the lead in race one, and he led Bartolini until two laps from the end.

"You won't believe it!" exclaimed Husaberg chief mechanic Ludo van der Veken. "This time it was the spark plug."

So "Bartman" took the win as even Peter Johansson could only advance at the expense of Yves Demaria, who dropped several places late on with the ankle injury from Namur, which would prevent him completing race two.

The departure of Smets and the injury-induced slides of Demaria and Sandro Puzar - his groin strain aggravated when he caught his foot in a hole - were the only changes on the top 15-lap chart for the last half an hour, apart from the advances of Rob Herring and Shayne King from 14th and 17th to 10th and 12th in the final laps, respectively.

The day's racing was brought to a close with another Bartolini win, as Smets self-destructed out of second with a crash. Johansson just happened to tangle with Yamaha-mounted Garcia Vico out of the gate and spent 45 minutes negotiating a series of YZ400 chicanes on his way from a first lap 15th to fourth.

Bartolini now leads the Swede by 52 points and is moving relentlessly toward the title. CN

Circuit um Kuelebierg
Ettelbruck, Luxembourg
Results: August 8, 1999 (Round 10 of 13)

MOTO 1: 1. Andrea Bartolini (Yam); 2. Berrnd Eckenbach (Hus); 3. Peter Johansson (KTM); 4. Francisco Garcia Vico (Yam); 5. Yves Demaria (Hus); 6. Max Bartolini (Yam); 7. Jochen Jasinski (Hon); 8. Trampas Parker (KTM); 9. Miska Aaltonen (Yam); 10. Rob Herring (Hon); 11. Chris Burnham (Hon); 12. Shayne King (KTM); 13. Fabrizio Dini (Hus); 14. Willie Van Wessel (Hus); 15. Mats Andreasson (Hon).

MOTO 2: 1. Andrea Bartolini (Yam); 2. Francisco Garcia Vico (Yam); 3. Jochen Jasinski (Hon); 4. Peter Johansson (KTM); 5. Bernd Eckenbach (Hus); 6. Shayne King (KTM); 7. Rob Herring (Hon); 8. Willie Van Wessel (Hus); 9. Sandro Puzar (Yam); 10. Erwin Machtlinger (Hon); 11. Chris Burnham (Hon); 12. Miska Aaltonen (Yam); 13. Max Bartolini (Yam); 14. Avo Leok (KTM); 15. Fabrizio Dini (Hus).

O/A: 1. Andrea Bartolini (Yam); 2. Francisco Garcia Vico (Yam); 3. Peter Johansson (KTM); 4. Bernd Eckenbach (Hus); 5. Jochen Jasinski (Hon); 6. Rob Herring (Hon); 7. Shayne King (KTM); 8. Max Bartolini (Yam); 9. Miska Aaltonen (Yam); 10. Yves Demaria (Hus).

FIM WORLD CHAMPIONSHIP 500cc MX SERIES POINTS STANDINGS (After 10 of 13 rounds): 1. Andrea Bartolini (281/3 wins); 2. Peter Johansson (229/4); 3. Yves Demaria (208/1); 4. Joel Smets (178/2); 5. Shayne King (163); 6. Sandro Puzar (163); 7. Francisco Garcia Vico (159); 8. Miska Aaltonen (131); 9. Trampas Parker (113); 10. Darryll King (99); 11. Chris Burnham (99); 12. Erwin Machtlinger (94); 13. Rob Herring (93); 14. Willie Van Wessel (73); 15. Jochen Jasinski (72); 16. Bernd Eckenbach (71); 17. Max Bartolini (51); 18. Danny Theybers (47); 19. Jocke Karlsson (41); 20. Rupi Walkner (41).

Upcoming Rounds:
Round 11 - Uddevalla, Sweden, August 22
Round 12 - Kouvola, Finland, August 29

FIM World Championship 125cc MX Series
Round 11: Roggenburg

Oh so close

By Alex Hodgkinson

ROGGENBURG, SWITZERLAND, AUG. 8

American Mike Brown narrowly missed his first overall GP win after posting second place in both motos of the World 125cc MX Series round at the Roggenburg circuit in Switzerland.

Having chased defending champion and current points leader Chicco Chiodi over the line in the first moto, the Honda rider from Tennessee held down an unchallenged second place again in moto two, this time to Claudio Federici, while Britain's Carl Nunn stayed third ahead of the champ for 30 minutes.

But Chiodi wore down the young Brit in the closing stages to snatch the third place he needed for this his ninth overall win in 11 events this year.

With a 29-point lead going to the final two races, the Husqvarna rider, who may race full-time in America next year, looks well on his way to title number three. Second place in the series is now out of Brown's reach, but he has 35 points over fourth-placed Thomas Traversini and should end the year with the bronze medal.

Brown has already signed to contest the series again next year for David Thorpe's Cat team.

Texan Jeff Dement did not finish either moto. **CN**

Roggenburg Circuit
Roggenburg, Switzerland
Results: August 15, 1999 (Round 11 of 13)

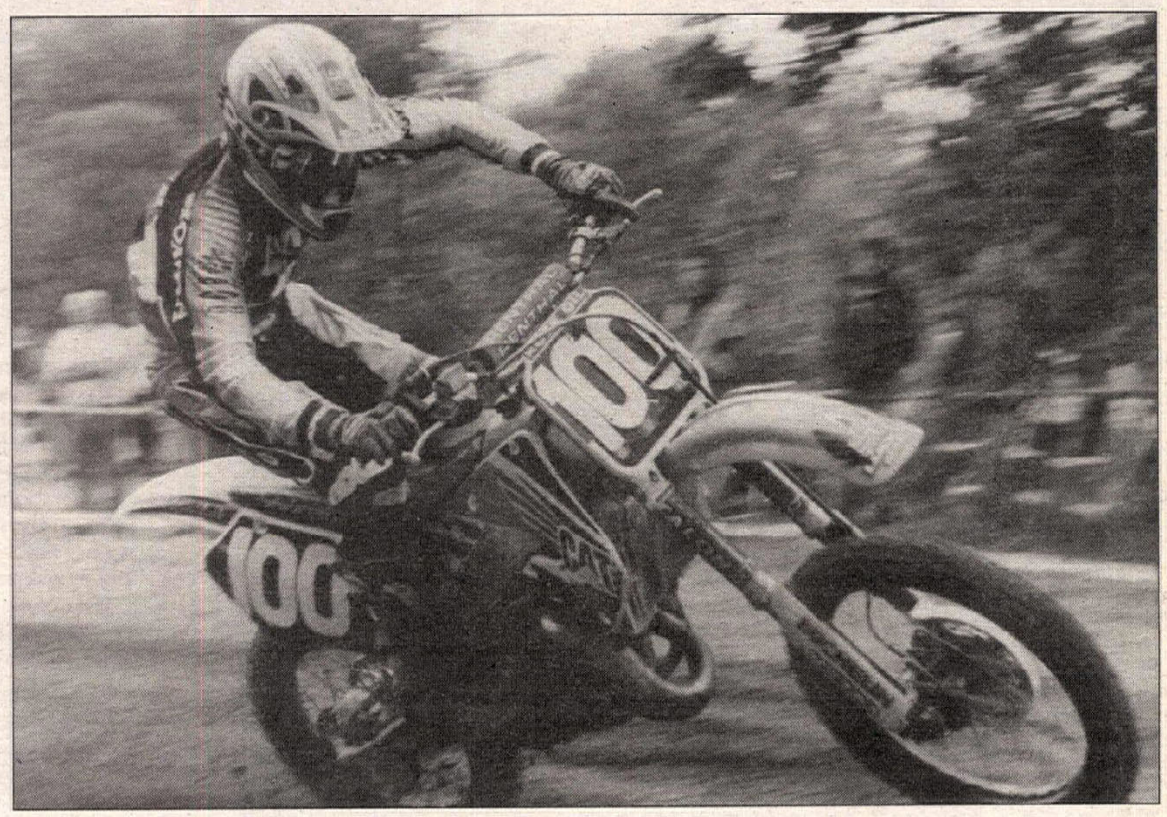
MOTO 1: 1. Chicco Chiodi (Hus), 2. Mike Brown (Hon), 3. Patrick Caps (Hon), 4. Thomas Traversini (Hus), 5. Claudio Federici (Yam), 6. Steve Ramon (Kaw), 7. James Dobb (Suz), 8. Grant Langston (KTM), 9. Mattieu Lalloz (Yam), 10. Luigi Seguy (Hon), 11. Petri Jarvela (Yam), 12. Carl Nunn (Yam), 13. Michael Milanovic (Yam), 14. Johnny Lindhe (Suz), 15. Luca Cherubini (Yam).

MOTO 2: 1. Claudio Federici (Yam), 2. Mike Brown (Hon), 3. Chicco Chiodi (Hus), 4. Carl Nunn (Yam), 5. Luigi Seguy (Hon), 6. Grant Langston (KTM), 7. James Dobb (Suz), 8. Patrick Caps (Hon), 9. Mathieu Lalloz (Yam), 10. Thomas Traversini (Hus), 11. Steve Ramon (Kaw), 12. Luca Cherubini (Yam), 13. Sebastjan Kern (Yam), 14. Simon Baumann (Suz), 15. Paul Malin (Yam).

O/A: 1. Chicco Chiodi (Hus), 2. Mike Brown (Hon), 3. Claudio Federici (Yam), 4. Patrick Caps (Hon), 5. Thomas Traversini (Hus), 6. Grant Langston (KTM), 7. James Dobb (Suz), 8. Carl Nunn (Yam), 9. Luigi Seguy (Hon), 10. Matthieu Lalloz (Yam).

FIM WORLD CHAMPIONSHIP 125cc MX SERIES POINTS STANDINGS (After 11 of 13 rounds): 1. Chicco Chiodi (349/9 wins), 2. Claudio Federici (320/2), 3. Mike Brown (214), 4. Thomas Traversini (179), 5. James Dobb (157), 6. Patrick Caps (147), 7. Steve Ramon (142), 8. Jeff Dement (113), 9. Erik Camerlengo (97), 10. Erik Eggens (88), 11. Luigi Seguy (86), 12. Carl Nunn (79), 13. Grant Langston (73), 14. Johnny Aubert (72), 15. Luca Cherubini (68).

Upcoming Rounds:
Round 12 - Haenchen, Germany, August 22
Round 13 - Jastrebarsko, Croatia, August 29



(Above) Peter Johansson piloted the new KTM four-stroke to 3-4 moto finishes on the dusty Kuelebierg track. (Right) Mike Brown nearly came away with the overall win at the 125cc GP in Switzerland. Instead, Alessio Chiodi's 1-3 edged out Brown's 2-2.

Briefly...

It now looks likely that **Honda** will split with the Radson team following the '99 season. So this leaves a big question: Where will team manager Dave Grant go with Stefan Everts? "If Honda doesn't want us, everybody else will be licking my feet to get Stefan," Grant said a few weeks ago. Both Husqvarna and Yamaha - who nearly signed with Grant and Everts 12 months ago - are keen to get the four-time champ. Everts was due to test Husqvarna - both the 250 and the 570 four-stroke - in Italy on the Tuesday following the Luxembourg GP. Yamaha, however, clearly believes that they have already won the race, as they have agreed to let David Vuillemin definitely go to America for 2000. Pamo owner Paul Kasper admitted that his choice was down to two marques and that one of them was KTM. Kurt Nicoll, however, said, "KTM will not run an official 250cc team next year." Kasper hopes to continue to support Philippe Dupasquier next year, "if the marque we use is the right one." The Swiss number one, however, is sure to stay with Honda Switzerland. Kasper's only option now appears to be Honda. He admitted that he hopes to run two potential winners and "a coming man," which probably means that Ryan Hughes could be joined by Frederic Bolley, whose release will have to be bought from the Radson team, and Josh Coppins in the main team.

Sylvain Geboers returned from Japan with Suzuki's plans in his pocket. "I should be able to tell details next week, but first I must talk to the riders before I tell the press," Geboers said. With Mickael Pichon certain, expect Leon Giesbers to stay on as their number-two rider.

Over at Kawasaki, **Jan De Groot** wants to retain Marnicq Bervoets, who will not get a better offer elsewhere, alongside Pit Beirer, who is on a two-year contract, but main sponsors Winfield would prefer to see a younger number two in the team. The rider mentioned is Ryan Hughes.

Shayne King has undertaken his first supercross tests with the KTM SX520 last week in northern France. King will leave Europe immediately after the final GP on September 7. "I want to take a vacation back home, then go to America to start testing in November," King said. "I had some races (planned) in Europe, but the U.S. season will be long and hard, so I want to take a break first." Also U.S.-bound for KTM is Frenchman **Rodrig Thain**, who is set to ride the 125cc class.

Lance Smail will race the final two European 250cc GPs at Nismes and Gaildorf for KTM this year.

The two HRC designers who accompanied Mr. Yamazaki in Luxembourg are both committed to a **four-stroke project**. As with Kawasaki and Suzuki, Honda is anxiously awaiting news from the FIM Congress regarding clarity on the future capacity limit for four-strokes. Should it stay at 650cc, the Honda employers admitted that the ideal engine size for a thumper would lie between 500 and 550cc. Many claim it would now be impossible to get a four-stroke project running next year, and if that does not happen, then there could be no production until 2002.

The Dutch are one of the first Europeans to announce their **MX des Nations** team: Erik Eggens, Remy Van Rees and Leon Giesbers.

Round 13: Folkendange/Ettelbruck

FIM WORLD CHAMPIONSHIP 250cc MX SERIES

Heat of the moment

By Geoff Meyer

FOLKENDANGE, LUXEMBOURG, AUG. 8

In blinding heat and thick dust Honda rider Frederic Bolley won the Luxembourg 250cc Motocross Grand Prix and, in doing so, gained a few precious points on series leader, Winfield Kawasaki's Pit Beirer.

While Bolley and Beirer, along with Yamaha riders Mickael Maschio and David Vuillemin, entertained the 30,000-strong crowd with some of the year's best racing, four-time World Motocross Champion Stefan Everts was making his first appearance of the year since his pre-season crash. The combination of great racing and Everts' return to GP action kept the huge crowd entertained to say the least.

What happened in Luxembourg on the rock hard, sun-baked Folkendange track could only be described as motocross at its best. In the first moto, it was comeback rider Everts who blitzed out of the slight uphill starting straight and into the lead. The Belgians in the crowd were happy enough that Everts was back on the track, but when he started the day off in the lead, well, it was almost more than they could take.

Everts' burst, however, lasted for only a few turns when he fell and remounted midfield. Everts crashed again before the first lap was over, yet his race was far from done. The multi-time World Champion picked his lines on the slippery clay surface and, with a couple of laps remaining, raced past series leader Beirer - like he was standing still - for fifth place.

If Everts' ride was not enough to excite the crowd, the battle for the lead certainly was. Maschio, Vuillemin and Bolley - the three riders who quite possibly could lead France to the Motocross des Nations championship next month in Brazil - raced side by side for the entire moto. It was motocross racing at its best.

The second moto was just as good, with Maschio, Bolley and, this time, Beirer, battling back and forth. Beirer ended up getting the nod after pulling off some risky moves to keep his lead intact.

When the riders first arrived at the Folkendange track, many did not like what they saw, especially Everts.

"I was here a couple of months ago for my first ride after my accident," Everts said. "They have done nothing since then. It's just been left alone. This is one of the worst tracks we have in Europe."

American Ryan Hughes, who has never been known hold back his feelings toward some of the European tracks (good or bad), made it clear that he wasn't pleased, either.

"I can't say enough about this place," Hughes said. "It's the biggest piece of crap that I have ever seen in my life. I told them on Thursday to do something to this place, water it, put some time in to preparing the surface. They needed to run a machine over the top to cut it up. Why are people over here so lazy?"

Hughes, comments were spot on, though. The track was without doubt the worst of this year's series. Had it not been for some overnight rain, the track could very well have been much worse.

For the first time all season, tire choice would be critical, and it was obvious that many riders made the wrong choice. Frenchman David Vuillemin was one of them.

Despite winning the first moto, Vuillemin decided to make a tire change for the second moto, and it cost him dearly.

"I should've stayed with what I had," Vuillemin said. "In the first moto, I was not happy at all, the bike was all over the place. I changed to a harder compound and it was even more slippery. I had no traction at all."

Vuillemin shined in Saturday's qualification, as he clocked a 1:10.629 ahead of fellow Frenchman Mickael Pichon, whose best lap was 1:11.313. Series leader Beirer clocked a 1:11.471. Hughes was second fastest in group B, stopping the clocks at 1:12.886.

(Above) Mickael Maschio (8) grabs the holeshot at the start of the 250cc GP in Luxembourg. (Right) Overall winner Frederic Bolley gained a few points on 250cc series leader Pit Beirer.

All eyes were focused on Everts as the pack came to the tight left-handed first corner. Everts forged to the front, leading Maschio, Coppins and Pichon through the first turn. Coppins ended up going down in the turn and then rushed to remount to keep the riders in sight.

Like Coppins, Everts slipped out on the second corner but was up and going again quickly enough to salvage eighth place, two positions ahead of Hughes.

As the field began to spread out, Maschio fought past Pichon with Vuillemin following his tracks. Pichon had even more trouble, as both Beirer and Bolley emerged on the scene. Within another lap, Beirer was in third place and Bolley was pressuring Pichon for an eventual pass.

Everts suddenly went down again, dropped to 14th on lap three and found himself stuck behind Dutch rider Remy Van Rees for three laps.

"I was not riding very well," Everts said. "Then I calmed down and got by Van Rees."

After calming down, Everts got back to business and began climbing his way through the pack, finally moving into fifth by the finish.

Up front, the action was fast and furious, as Maschio, Vuillemin and Bolley pulled away from the field.

At first, Maschio seemed to have the upper hand, then Vuillemin stepped it up and made a pass. Maschio, however, fought back and reclaimed the lead. Meanwhile, Bolley seemed content watching the action in front of him from a safe third before making his move.

Vuillemin continued to try to get around Maschio and finally made a pass stick on the last lap for the win.

"I really had to push to keep with Mickael (Maschio)," Vuillemin said. "He was so fast, then I saw Bolley behind me, and I wanted to get away from him. I tried so hard to pass Maschio and lucky for me I got him." Maschio, still in shock from Vuillemin's pass, lost concentration and let Bolley by him.

"I was so mad," Maschio said. "I should've won; to finish third was very disappointing. I usually drop off the pace, at least that is what has happened in the past."

A couple of positions behind Bolley came Everts, who had passed Beirer two laps earlier.

"I had some question marks before this race," Everts said. "I know now that I can race with these guys."

Hughes also made a bad tire choice and, like most of the field, was fighting his back wheel that was slipping around like he was on ice.

"I got off the line okay, probably about 10th," Hughes said. "Then I moved past Collin Dugmore and Leon Geisbers. My tire was not good, though, after about 20 minutes. I was riding okay, but it was not easy. Eventually I got by Coppins and Beirer."

Hughes finished in fifth place.

Once again, it was Maschio who rode to the front of the pack at the start of the second moto, this time ahead of Beirer, Coppins, Vuillemin and Brian Jorgensen. Everts was back in 10th place and Hughes in 15th.

Before the first lap was over, Beirer had already taken over the lead, but it would not be an easy position for the German to hold. By lap three, Maschio, Bolley and Coppins were all nipping at his heels. Coppins' challenge, however, did not last for long, as he soon dropped off the pace, but Maschio and Bolley were relentless in their pursuit of Beirer.

Lap after lap, the three frontrunners battled back and forth. Maschio had taken the lead from Beirer on the sixth lap but gave it up to Beirer on the eighth lap, at which time Beirer took over for good. But Beirer could not rest.

"Some of the things Beirer was doing was not what I would do," Bolley said. "He was riding very dirty, making moves so I could not get past. The championship still has several races to go and for Pit to be doing that this early makes me feel comfortable with taking the championship."

Beirer, who is sometimes known for his wild riding style, was a little less concerned with Bolley's confidence.

"I rode very aggressive," Beirer said. "That is my style. I might've gotten a little close and stopped him from passing me, but that's motocross. On this track, you have to do everything to win, a single point might decide this championship. I will say though, that was my toughest win ever."

Although Beirer won the moto, it was Bolley who got the overall and made up some points on his rival. But with the next round of the championship to be played out on the Nismes track in Belgium, Beirer is brimming with confidence.

"I had my greatest moment in motocross at that track," Beirer said (referring to his winning both motos at the Motocross des Nations in 1997). "I will go there with a lot of confidence."

Elsewhere down the field, Everts claimed a consistent fourth place, finishing ahead of Coppins, Pichon, Jorgensen and Hughes.

"I felt very strong," Everts said. "My condition is perfect. Now after two motos, I am sure I am already ready to win races. It's good to be back." **CN**

Folkendange MX Track
Folkendange, Luxembourg
Results: August 8, 1999 (Round 13 of 16)

MOTO 1: 1. David Vuillemin (Yam); 2. Frederic Bolley (Hon); 3. Mickael Maschio (Yam); 4. Ryan Hughes (Hon); 5. Stefan Everts (Hon); 6. Pit Beirer (Hon); 7. Mark Jones (Hon); 8. Josh Coppins (Suz); 9. Collin Dugmore (Suz); 10. Mickael Pichon (Suz); 11. Gordan Crockard (Hon); 12. Remy Van Rees (Kaw); 13. Jussi-Pekka Vehvilainen (Hon); 14. Paul Cooper (Hus); 15. Philippe Dupasquier (Hon).

MOTO 2: 1. Pit Beirer (Kaw); 2. Frederic Bolley (Hon); 3. Mickael Maschio (Yam); 4. Stefan Everts (Hon); 5. Josh Coppins (Suz); 6. Mickael Pichon (Suz); 7. Brian Jorgensen (Suz); 8. Ryan Hughes (Hon); 9. Collin Dugmore (Suz); 10. Mark Jones (Hon); 11. David Vuillemin (Yam); 12. Marcel Van Drunen (Yam); 13. Alessandro Belometti (Yam); 14. Philippe Dupasquier (Hon); 15. Paul Cooper (Hus).

O/A: 1. Frederic Bolley (Hon); 2. Pit Beirer (Kaw); 3. Mickael Maschio (Yam); 4. David Vuillemin (Yam); 5. Stefan Everts (Hon); 6. Ryan Hughes (Hon); 7. Josh Coppins (Suz); 8. Mickael Pichon (Suz); 9. Mark Jones (Hon); 10. Collin Dugmore (Suz); 11. Brian Jorgensen (Suz); 12. Gordan Crockard (Hon); 13. Marcel Van Drunen (Yam); 14. Remy Van Rees (Kaw); 15. Alessandro Belometti (Yam).

FIM WORLD CHAMPIONSHIP 250cc MX SERIES POINT STANDINGS (After 13 of 16 rounds): 1. Pit Beirer (369/2 wins); 2. Frederic Bolley (353/5); 3. David Vuillemin (318/2); 4. Ryan Hughes (300); 5. Marnicq Bervoets (267); 6. Mickael Maschio (235); 7. Josh Coppins (214); 8. Remy Van Rees (164); 9. Leon Geisbers (158); 10. Alessandro Belometti (111); 11. Gordan Crockard (94); 12. Mark Jones (76); 13. Mark Eastwood (71); 14. Paul Cooper (68); 15. Brian Jorgensen (68).

Upcoming Rounds:
Round 14 - Nismes, Belgium, August 22
Round 15 - Gaildorf, Germany, August 29

GFI South — Info: 909 / 341-8002

Round 1 • September 12 - "Perris"
- Kawasaki, Suzuki, and Yamaha Contingency

Round 2 • September 19 - "Starwest"
- Kawasaki and Suzuki Contingency

Round 3 • September 26 - "Glen Helen"
- Kawasaki, Suzuki, and Yamaha Contingency

Round 4 • October 10 - "Elsinore"
- Suzuki Contingency

North/South Showdown • October 24 - "Glen Helen"
- Yamaha Contingency

All dates are subject to change

GFI North — Info: 209 / 656-9682

Round 1 • September 5 - "Hollister Hills GP Track"
- Kawasaki, Suzuki, and Yamaha Contingency

Round 2 • September 19 - "Oatfield Raceway"
- Kawasaki and Suzuki Contingency

Round 3 • September 26 - "Oatfield Raceway"
- Kawasaki, Suzuki, and Yamaha Contingency

Round 4 • October 3 - "Hollister Hills GP Track"
- Suzuki Contingency

Round 5 • October 10 - "Carnegie Cycle Park"
- Yamaha Contingency

All dates are subject to change

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Loretta Lynn's Ranch

AMA AMATEUR NATIONAL MX CHAMPIONSHIPS

Pastrana, Stewart

HURRICANE MILLS, TN, AUG. 2-7

Rising amateur motocross stars Travis Pastrana and James Stewart Jr. shared the bulk of the attention at the 18th annual AMA Amateur National Motocross Championship Finals at Loretta Lynn's Ranch in Hurricane Mills, Tennessee. Each rider claimed a pair of National titles to emerge from a field of more than 1200 riders as the cream of America's 1999 amateur racing crop.

Pastrana, a 15-year-old Suzuki pilot from Annapolis, Maryland, took the measure of the 125cc A and 250cc A classes in Tennessee, winning five of six motos and making a lasting impression at what was his last major amateur race before turning pro in October.

"It's like a dream come true to come here for my last amateur race and ride so well," said the American Suzuki/Cernic's Racing Fox/Scott/Alpinestars-backed rider. "I didn't have a good first 125cc A moto against Justin (Buckelew), but I knew what I had to do after that - get good starts! After that I pretty much rode my own races and tried to enjoy myself out there."

As for the jaw-dropping-fast Stewart, he continued to gain accolades as one of the fastest minicycle racers of all time, even though he is only 13. The Winter Haven, Florida, resident, who is backed by Team Green, FMF, Fox, Oakley and Capitol Cycles, racked up a perfect score throughout the five days of racing at Loretta Lynn's, clinching the 85cc Stock (12-13) championship and the 85cc Modified (9-13) title. Stewart's domination caused many to draw comparisons of him to such past minicycle legends as George Holland, Buddy Antunez, Brian Swink and Ricky Carmichael.

"I was real comfortable coming into the race this year and I wasn't really nervous or anything," said Stewart after his sixth and seventh titles here. "I knew a lot of fast guys would be here, but I just tried to go out and ride my own race."

Stewart was trailed by the Suzukis of Broc Hepler and Bryan Johnson Jr. in the 85cc Stock (12-13) class, and the Hondas of Shane Lusk and Teddy Maier in the 85cc (9-13) Modified class.

Other top performers during the week were Kentucky's Ben Riddle, Tennessee playground legend Kevin Walker, and Novice rider Jeremy Durrett of Texas. The 16-year-old Riddle won five out of six motos in clinching both the 125cc B Modified and 250cc/Open B Modified titles. The Yamaha YZ400-mounted Walker, who sat out last year's championships with a broken wrist, rolled to moto wins all six times out on the track in the Four-Stroke class and the Junior (25+) division. And the relatively unknown Durrett, competing in his first-ever AMA National - a Novice-class requirement at Loretta Lynn's - earned the 125cc C Stock and Modified titles aboard a Kawasaki KX125.

A wild week of 125 and 250cc Pro Sport racing saw California's Billy Payne (125cc) and Ohio's Damien Plotts (250/Open) each edge out a win. The other Intermediate winners were Sean Hamblin (125cc B Stock) and Chase Reed (250/Open B Stock).

Travis Pastrana was one of the headliners at this year's running of the AMA Amateur National Championships at Loretta Lynn's. The Suzuki rider won both the 250cc/Open and 125cc A divisions.

Other notable winners included rising minicycle stars Gavin Gracyk (Super Mini 105), Shane Bess (85cc Mod 14-15), Colt Humphrey (85cc Stock 14-15), Davy Millsaps (85cc Stock 7-11), Mike Alessi (65cc Stock 10-11) and Joshua Hill (65cc Stock 7-9). The top Schoolboy pilots in 125cc racing were fellow Californians Bobby Bonds and Ryan Morais, who split wins in their two meetings.

The biggest upset of the week had to be the Women's 125cc class win of Florida's Jessica Patterson over Italian flyer Stefy Bau, former champion Kristy Shealy of Texas, and Wisconsin up-and-comer Angela Keuntjes. This class also featured

headline Loretta Lynn's

James Stewart Jr. was the top minicycle rider, winning both the 85cc Modified (14-15) and Stock (9-13) classes.

the closest race of the week as the Kawasaki-mounted Patterson put an exciting block-pass on Bau in the very last corner to clinch the biggest win of his career.

Michigan's Sarah Whitmore continues to climb the amateur charts, winning her second straight championship in the 85-105cc class with a perfect score.

The top Vet-class riders were all aboard Yamaha equipment: Kevin Foley (Over 30), Craig Pickett (Over 40) and Steve Lewis (Over 50).

The Loretta Lynn's race was founded in 1982 by MX Sports' Dave Coombs Sr. and Paul Shlegel. In the 18 years since its conception, the event has become the biggest amateur motocross race in the world. The qualifying program actually begins in the spring, with riders all over the country qualifying at the area level.

After that the riders in 32 different classes move on to the regional level, from which the top 42 riders in each class qualify for the AMA Amateur National MX Championship finals.

This year more than 9000 riders tried to qualify for the Loretta Lynn's finals. Once in Tennessee, the riders compete in three 20-minute-long motos, with all three motos counting toward the final results. Riders are limited to entering two classes each, and the AMA follows a strict interpretation of the rules, with an impound area for stock classes and random teardowns. The event begins with a full day of practice on Monday, then racing from 7:30 a.m. to 6:30 p.m., Tuesday through Saturday. The AMA Amateur National Finals is also the only motocross race for dirt bikes that takes place at the central Tennessee ranch of famed country singer Loretta Lynn. The weather was perfect all week long.

Pastrana's amateur career has been beset by as many injuries as championships. For instance, after winning his third career title here in '97, he missed the '98 event entirely with an injury. But this time around, the tall, lanky Suzuki rider proved that he has the mettle to dominate when he's healthy. His only moto loss was a defeat at the hands of New Mexico's Justin Buckelew in the first 125cc A moto on Tuesday morning.

"I got a terrible pick on the starting gate - 42 out of 42," said Pastrana afterward. "I had to start on the far outside and was just too far back at the beginning to let a guy like Justin get away so far."

Indeed, the Yamaha-backed Buckelew cleared out before Pastrana could make it up to second. However, once Pastrana made it to second, he gained little ground on his rival.

A late-Wednesday duel in the second 125cc A moto duel saw Buckelew again get the early lead, but Pastrana ran the Yamaha rider down and evened the score at one win apiece going into the final moto.

"Travis was just riding really well and his lines were better than mine," said the gracious Buckelew after the loss. "Once he passed me and started pulling away, I knew it was better to settle down, find where I was losing time, and get ready for the final moto. That's where the championship will be decided."

Unfortunately for Buckelew, it would be decided for him on the second lap when, while chasing Pastrana through the rolling whoops right after the Gatorade finish line, he lost control of his YZ125 and came down hard on his ankle, ending his week with a severe sprain.

"When I came around the next lap and saw Justin there, I felt really bad for him," said Pastrana after the race. "He's a really good rider and all, but he has had some problems with injuries just like me. This time I guess he was the unlucky one."

Pastrana's 2-1-1 counted for the 125cc A overall, followed by fast Floridian Tyson Hadsell's 5-7-3 and Northwesterner Mike Corder's 7-4-4. Had it not been for Pastrana, Hadsell might have had two titles, as the Yamaha rider also finished second to the Summer X Games gold medalist in the 250cc A class. Third

(Left) Billy Payne (53) topped Keith Johnson and Damien Plotts in the 125cc Pro Sport class. (Above) Plotts came back to take top honors in the 250cc Pro Sport class.

in that class went to Texan Mark Thompson.

Buckelew's error in the 125cc A class would prove very costly, as he was going into the final 125cc A Sport moto with a 1-1, having taken advantage of the first-moto, first-lap crashes of AMA Pro National regulars Matt Walker and Ryan Clark. Walker crashed out of the entire week in the same whoop section that cost Buckelew his title, while Clark's crash cost him a dozen spots. But when Buckelew dropped out, it was Payne who stepped into the breech to clinch his fourth AMA title in as many years.

"I knew I didn't have to win the last moto going in, but I really wanted to get a 125cc moto win," said Payne afterward. "I got the holeshot and I was doing fine, but then I threw my front wheel over a rut in the back and went down. After that, I just basically rode around and thought about the title."

Finishing second to Payne's steady 2-3-2 was Keith Johnson, the Albuquerque, New Mexico, neighbor of Buckelew and Clark. Johnson ran 11-2-1 for the week aboard a No Fear-backed Yamaha, while Plotts finished 6-6-3.

"I felt really bad for my cousin Justin Buckelew for getting hurt out there, and before that last moto he told me I had better go out there and win it or he would disown me," said Johnson after winning the last moto. "I know he would have liked to have been out there, but I was stoked to do it in his honor."

"I was just having a heck of a time all week on my 125," said Plotts later. "I don't know why, but I was watching Travis Pastrana go through the turns and I was like, 'Man, I gotta go through the turns like that!'"

Plotts' star turn would come in the 250cc Pro Sport class, where his 1-6-2 effort earned him his second Loretta Lynn's title, his first coming way back in 1992. Plotts took advantage of an unlucky break for Payne, who was in the driver's seat for the overall going into the final moto. Payne crashed with Johnson on the hairpin turn just before the "Ten Commandments" whoop section - the same corner where then future stars Damon Bradshaw and Jeff Emig crashed together a dozen years ago with a championship on the line. Payne could only recover to the sixth spot, while Plotts rode an exciting final moto to secure second, and the title. Clark was third overall via his 10-2-3 score.

"I got a pretty decent start but everyone went into the Ten Commandments a little hot and I was able to go around it," said Plotts in the winner's circle. "I was flowing out front but then I landed off a tabletop and went right into a big mudhole. I got up, brushed myself off, and I was determined to win, so I went back after it and got second to win the championship."

"I lost a lot of sleep over this championship last night because I never came in here and won two before," said Payne after his final-moto fall. "I got the start but I had a four-stroke (Johnson) right inside of me and he squeezed me off and there was nothing I could do. I got rammed after that by about four guys, started out way in the back and just couldn't make up the spots. I tried really hard but I ran out of time."

"Plotts went down right before the tabletop, but I don't know what happened," said third-moto winner Jeff Northrop. "I was like, 'Okay, I'll take this spot.' I just rode my own race after that and got the win."

However, Jeff Gibson's poor first moto (12th) cost him any shot at the overall.

The Bobby Bonds-vs.-Ryan Morais battles highlighted the 125cc Schoolboy races, with each rider winning a title. But the two Yamahas weren't the only riders gathering attention for themselves in this class of future stars. Florida's Kyle Farnell earned a solid moto win in the second Modified moto to break up the Yamaha stranglehold on the top spot here, and Oklahoma's Chase Reed and California's Billy Laninovich also rode well throughout the week.

"I wasn't leaving here without a championship!" said Morais after splitting the Schoolboys with Bonds. "I put 100 percent into this year and I really worked hard."

"If it wasn't for bad starts in the Modified class I might have won there, too," said Bonds afterward. "I really want to thank my dad for making all of this possible and supporting me here."

Reed, 15, came back out to top the 250cc/Open B Stock class with a 3-1-2 tally, bettering the 4-2-1 score of Colorado's Andrew Short.

"I went out in my first moto and passed Andrew Short, who I think is my biggest competition out here, and stayed ahead of him," said Reed. "In the second moto, I got the win, and then I knew in the third moto I could finish behind Short and still win, so I played it smart to get the title."

Ben Riddle is starting to make a lot of noise in the amateur ranks aboard his Team Green Kawasaki. Riddle won a title here in '98 as a Schoolboy, but his two race wins this time around have put him high up on the amateur National map.

"I feel pretty good about getting two championships out there," said Riddle. "I worked really hard to get here and I rode hard this week and it all turned out well."

Riddle was followed by California's Jesse Ketcham and Clinton Shealy in the 250cc/Open B Modified class and Michigan's Josh Woods and Oklahoma's Johnny Marley in the 125cc B Modifieds. The 125cc B Stock class went to California's Sean Hamblin, who scored his first-ever AMA National title with a 2-4-1 ride to top Marley and Kawasaki-mounted Josh Woods.

Kevin Walker, a well-known southeastern motocross star, was the class act of the Four-Stroke class, reeling off three straight moto wins for the title, ahead of Florida-bred, Colorado-based Kevin Foley. Walker also beat a pair of fast KTMs in the Junior (Over 25) class piloted by Ohio's Mark Musselman and Indiana's Larry Gessner.

Foley came back and got himself a win in the Vet A (Over 30) class with a steady 2-3-3 ride. The moto wins here went to Gessner, Colorado's Bryan Curtis and Pennsylvania's Dag Boyesen. Foley had also taken advantage of a bizarre first-moto crash by Bryan Emig, the older brother of Kawasaki factory star Jeff Emig, that saw Emig crash on the approach of the finish-line tunnel jump while all by himself out front. The next rider through, fellow contender Matthew Crown of Michigan, came down on the bike, knocking both riders out of contention.

In the Open B/C class, Missouri's Jack Lambert scored himself a title with a 1-1-2 tally, while Michigan's Craig Pickett topped the Senior A Over 40 aboard a Yamaha. The same goes for South Carolina's Steve Lewis, a former four-time Loretta Lynn's winner who came back out this year for the Masters Over 50 class.

In the Women's 125cc-class showdown between America's brightest young amateur stars and the visiting Bau from Italy, it was the Americans who got the nod based on an excellent final moto by title winner Jessica Patterson. The Floridian trailed pre-race favorite Bau, who had been shut out of the winner's circle all week long, until the last corner, then muscled past the European star to claim her first AMA National Championship.

"I just knew I could do it, and I was praying and waiting until something happened," said Patterson. "I saw the opportunity in the corner before the finish-line doubles and I took it, and that

(Above) Ryan Morais emerged victorious in the highly competitive 125cc Modified (12-15) class. (Above right) Gavin Gracyk (3) won the 105cc Supermini class. (Right) Davy Millsaps put his Suzuki into the winner's circle in the 85cc Stock (7-11) division.

meant the title. I've been done like that myself plenty of times, but that's just racing."

"It was just too hot here for me and I was not used to it," said Bau, who has been starring on the Women's Motocross League circuit that follows some AMA Pro Nationals. "I just got tired and she beat me."

Finishing third was former champion Kristy Shealy of Texas, who had a run-in with a lapped rider in the opener that left her with a sore shoulder. Second-moto winner Angela Keuntjes was fourth overall.

Sarah Whitmore swept the title with all three moto wins over Texan Kristi Myers and Oklahoma's Brandi Davis.

Team Green's Gracyk has been moving up on the amateur charts for the past couple of years, especially after his overall win at last year's Kawasaki Race of Champions at Englishtown, New Jersey. At Loretta Lynn's, he dominated the Supermini 105cc class with three straight moto wins.

"Last year I thought I had an overall with the way I added it all up, but I guess I was wrong and I ended up second," said Gracyk, who hails from Ohio and is backed by Team Green. "This time I went out, just looked forward and raced the track. I did have a brain fart over there at one point and fell over, but I've been training hard, and I could hear the Yamahas back there. I knew they weren't going to let me have it this easy, but I got it down."

"I'm getting a little too big for these 80s," admitted Arizona's Michael Blose, the nephew of former Kawasaki factory rider Chappy Blose. "I think that's why I'm crashing so much - I can't get my legs out and I get caught up in the bike. I will be moving up next year, so I'm really looking forward to coming back on a 125."

"I felt real good and just went out and tried to stay up," said California's Jesse Casillas Jr. "Michael and Gavin rode really well, so I give them a lot of credit. I'm just glad that I could come here to Loretta's and prove that I could be up there."

The Suzukis of California's Bess and Florida's Millsaps were dominant in their respective championship classes. Bess ran 1-1-1 to top Colt Humphrey and Gracyk in the highly competitive 85cc (14-15) Modified class, while Millsaps cruised in the 85cc (7-11) Stock class. In fact, in the first moto for Millsaps, his close rivals Kyle Chisholm, Grant Moreland and Mike Alessi all had problems on the first lap and were in the back of the pack. Millsaps went ballistic at the opportunity to build a lead, and by the end of the second lap, he was an incredible 41 seconds ahead of everyone. Although his leads in the last two motos would not be as great, he claimed his fourth career title with ease. The Kawasaki-mounted Chisholm ended up second overall, with Michigan's Moreland third.

Hot Team Green prospect Mike Alessi fended off the charges of 41 other 65cc Stock (10-11) riders, as well as several protests over whether or not his bike was stock. Alessi's bike proved to be legal every single time, and the Californian claimed his second career Loretta Lynn's title. The stylish and fast Alessi, who wears "2007" on the back of his pants as a subtle hint at when he hopes to ride his first professional supercross, was dominant in this class, winning all three motos with ease.

New Jersey's Jason Lawrence piloted a KTM to three straight runner-up finishes, while New Yorker Mitchell Dougherty ran 3-4-4 aboard a KX60.

In the 65cc (7-9) Stock class, Washington's Joshua Hill was the fastest of the bunch, winning all three motos ahead of Virginia's Zach Osborne and North Carolina's Austin Stroupe. Stroupe would switch from KTM to Cobra for the 51cc Stock (7-8) class and score three moto wins and a title of his own. He was trailed in the final results by Vince Friese and Lowell Spangler.

In the 51cc Stock (4-6) class, second-generation racer Ian Trettel got the first National title of his young career with another three-moto sweep. He topped Garret Toth and Blake Baggett for the title.

The youngest class of the week also featured the most controversy. The 51cc Stock (4-6) Shaft Drive class saw the National debut of James Stewart's little brother Malcolm, who won all three motos aboard a Yamaha PW50. However, when officials took the seat and tanks off the bikes of all the top finishers after the first moto, it was discovered that the kill switch on Stewart's bike was not connected. He was deleted from the first-moto results, but his strong riding performances in all three motos signaled that another fast Stewart is waiting in the wings, as soon as James moves on to the motorcycle ranks.

With Stewart out, the win went to young Kalen Fitzpatrick, who ran 1-2-4 in three motos to earn the championship. Cody Robbins and Jacob Renkenberger rounded out the top three overall.

Kawasaki-mounted Jeremy Durrett made his AMA Amateur National debut an exceptional one, winning both the 125cc C Stock and Modified classes. The Texan was followed by Ohio's Timothy Ballentine in the Modified class and Michigan's Nate Larsen in the Stock division.

Finally, in the 250cc/Open C class, Florida's Kyle Hochstetler topped Larsen for the title with a 2-2-1 score to the Kawasaki-mounted Larsen's 4-1-5. CN

Loretta Lynn's Ranch
Hurricane Mills, Tennessee
Results: August 2-7, 1999

250/OPEN A: 1. Travis Pastrana (Suz); 2. Tyson Hadsell (Yam); 3. Mark Thompson (Yam).

125 A: 1. Travis Pastrana (Suz); 2. Tyson Hadsell (Yam); 3. Mike Corder (Kaw).

125 PRO SPT: 1. Billy Payne (Kaw); 2. Keith Johnson (Yam); 3. Damien Plotts (Yam).

250 PRO SPT: 1. Damien Plotts (Yam); 2. Billy Payne (Kaw); 3. Ryan Clark (Kaw).

125 B MOD: 1. Ben Riddle (Kaw); 2. Joshua Woods (Kaw); 3. Johnny Marley (Yam).

125 B STK: 1. Sean Hamblin (Yam); 2. Johnny Marley (Yam); 3. Joshua Woods (Kaw).

250/OPEN B STK: 1. Chase Reed (Yam); 2. Andrew Short (Kaw); 3. R.J. Thompson (Kaw).

250/OPEN B MOD: 1. Ben Riddle (Kaw); 2. Jesse Ketcham (Suz); 3. Clinton Shealy III (Kaw).

JR (25+): 1. Kevin Walker (Yam); 2. Mark Musselman (KTM); 3. Larry Gessner (KTM).

4-STRK: 1. Kevin Walker (Yam); 2. Kevin Foley (Yam); 3. Jesse Allen Yam).

VET A (30+): 1. Kevin Foley (Yam); 2. Dag Boyesen (Suz); 3. Larry Gessner (KTM).

VET B/C (30+): 1. Jack Lambert (Yam); 2. John Lewis (Hon); 3. Gregory Frey (Yam).

SR (40+): 1. Craig Pickett (Yam); 2. Larry Whitmer (Suz); 3. Donny Banks (Suz).

MSTR (50+): 1. Steve Lewis (Yam); 2. Isaac DeJagger (Hon); 3. Gary Peak (Yam).

125 C STK: 1. Jimmy Durrett (Kaw); 2. Nate Larsen (Kaw); 3. Dwane Mitchell (Yam).

125 C MOD: 1. Jimmy Durrett (Kaw); 2. Timothy Ballentine (Hon); 3. Glenn Herbert (Kaw).

250/OPEN C: 1. Kyle Hochstetler (Kaw); 2. Nate Larsen (Kaw); 3. Jon Replogle (Kaw).

WMN 80-105: 1. Sarah Whitmore (Yam); 2. Kristi Myers (Kaw); 3. Brandi Davis (Yam).

WMN 125: 1. Jessica Patterson (Kaw); 2. Stefy Bau (Kaw).

125 STK (12-15): 1. Bobby Bonds (Yam); 2. Ryan Morais (Yam); 3. Steve Mertens (Yam).

125 MOD (12-15): 1. Ryan Morais (Yam); 2. Bobby Bonds (Yam); 3. Chase Reed (Yam).

105 S/MINI: 1. Gavin Gracyk (Kaw); 2. Michael Blose (Yam); 3. Jesse Casillas Jr. (Yam).

85 STK (14-15): 1. Colt Humphrey (Hon); 2. Shane Bess (Suz); 3. Michael Blose (Yam).

85 MOD (14-15): 1. Shane Bess (Suz); 2. Colt Humphrey (Hon); 3. Gavin Gracyk (Kaw).

85 STK (12-13): 1. James Stewart Jr. (Kaw); 2. Broc Hepler (Suz); 3. Bryan Johnson Jr. (Suz).

85 MOD (9-13): 1. James Stewart Jr. (Kaw); 2. Shane Lusk (Hon); 3. Teddy Maier (Hon).

85 STK (7-11): 1. Davy Millsaps (Suz); 2. Kyle Chisholm (Kaw); 3. Grant Moreland (Suz).

65 STK (10-11): 1. Mike Alessi (Kaw); 2. Jason Lawrence (KTM); 3. Mitchell Dougherty (Kaw).

65 STK (7-9): 1. Joshua Hill (KTM); 2. Zach Osborne (KTM); 3. Austin Stroupe (KTM).

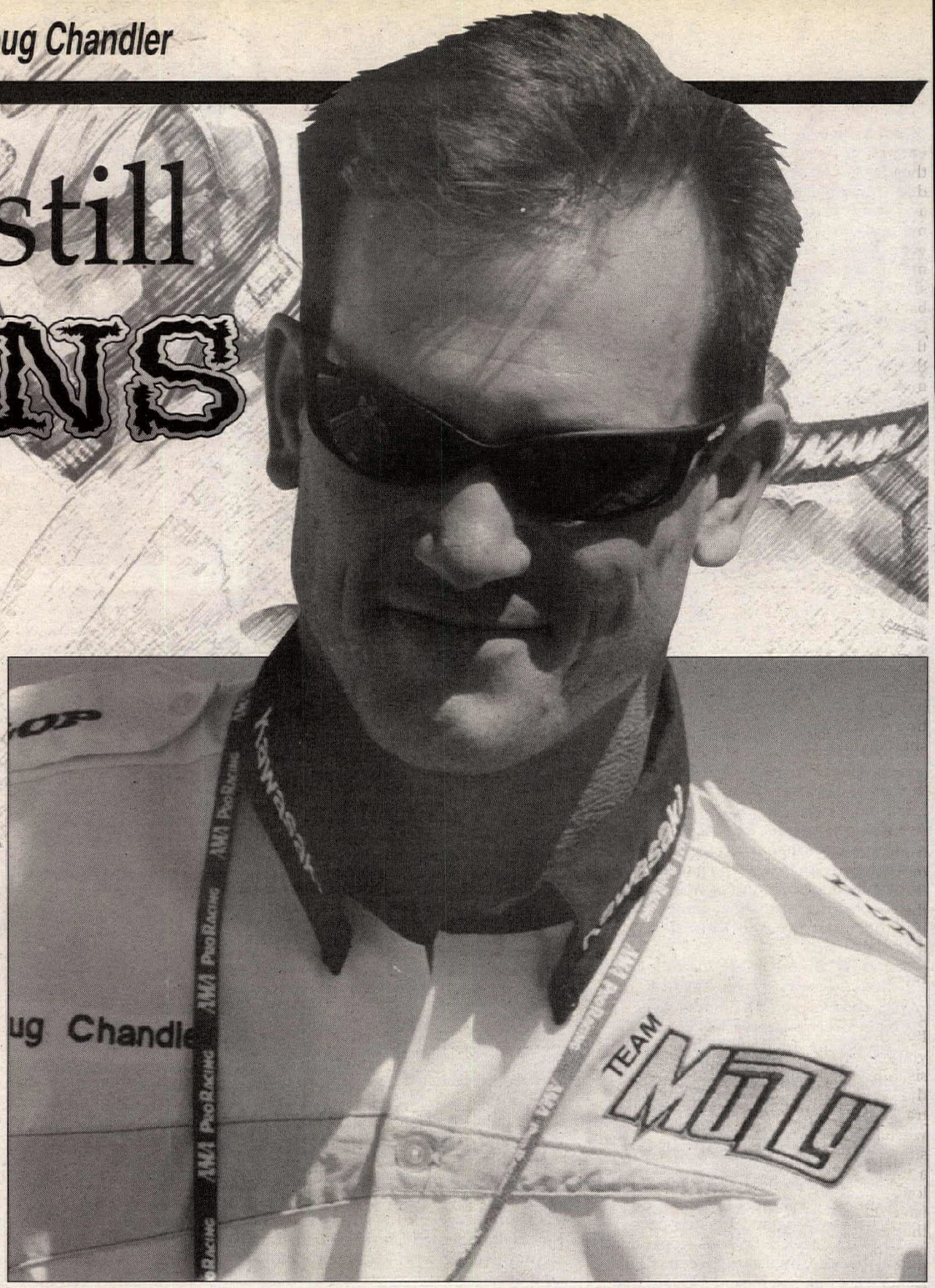
51 STK (7-8): 1. Austin Stroupe (Cob); 2. Vince Friese (Cob); 3. Lowell Spangler (Cob).

51 STK (4-6): 1. Ian Trettel (Cob); 2. Garret Toth; 3. Blake Baggett (Cob).

51 SHAFT (4-6): 1. Kalen Fitzpatrick (Yam); 2. Cody Robbins (Yam); 3. Jacob Renkenberger (Yam).

The fire still BURNS

By Henny Ray Abrams



There was no offense meant; the fan was just trying to make small talk while Doug Chandler penned his distinctive signature, and the number 10, to the poster he was handed.

"Is this your last year?" the fan asked, a question Chandler himself pondered after last season, and one which others have asked, especially in light of his subpar early season and the turmoil surrounding his Muzzy Kawasaki team.

"No, I want to win that fourth championship," the soon-to-be 34-year-old three-time AMA Superbike Champion replied, and his recent results prove that he just might.

If it seems that Doug Chandler has been around forever, that's because he has. Think of this: He was the Dirt Track Rookie of the Year in 1983 and began road racing a year later.

The road he's taken began with Honda and moved to Kawasaki - where he earned his first Superbike title in 1990.

Like fellow Superbike Champions Wayne Rainey, Eddie Lawson and Bubba Shobert, Chandler was drawn to Europe where he got his feet wet riding a Yamaha YZR500 in a low-pressure team owned by Kenny Roberts. The Lucky Strike Suzuki team snatched him up to be Kevin Schwantz's teammate the next year, and that ride led to two years on the Cagiva, where he was handsomely paid to ride a deeply flawed motorcycle.

When Cagiva pulled out after the 1994 season, Chandler came home to America, home to Salinas, California, where he was born and still lives with his wife and three children. Home to ride an American icon, a Harley-Davidson.

Hurt at the first race in Daytona, and at a subsequent test at Laguna Seca, Chandler never got a chance to work with the Harley team as much as he would have liked. When the year ended, he went back home, once again, back to Rob Muzzy and the Kawasaki team where he'd earned his first and only title in 1990.

It was as if he'd never left. He brought the title back in 1996 and '97, and was in contention at the final race in 1998 before a motor problem derailed his bid for an unprecedented fourth title.

The 1999 season has been traumatic. Before the season started, Chandler let the team know he was unhappy with the pace of development and some personnel issues and threatened to walk out. The team started with a handicap and didn't recover until Loudon, the controversial New Hampshire track where Chandler won his first race in over two years. The next would come sooner, only a few weeks later at Mid-Ohio, convincing anyone who thought he was beyond winning that they were wrong, not that he pays them much attention.

To say that Doug Chandler is not a very demonstrative sort is a gross understatement. Friends make fun of his laissez-faire attitude, his imperturbable equanimity; nothing seems to faze him. If you want to get him excited, ask him about his toys or his cars or his kids. At Brainerd he proudly displayed an impressive stack of photos that his nine-year-old son Jett had shot on a recent off-road expedition.

We spoke at Brainerd, where the Kawasaki, for all the improvements in handling, was no match for the field. Chandler was never comfortable and struggled to a 10th-place finish. With only one race remaining, he's fourth in the championship, with no possibility of moving higher, and not much likelihood of being caught. For a rider who's used to winning, fourth just doesn't do it.

Q You want to win another championship.

A Yeah, I think that's the whole point of wanting to continue. It's still fun. I'm still having a good time out there riding the races. But toward the end of last year, I felt we had a good chance to go and get that fourth championship, but it didn't happen. I was pretty disappointed with that. I thought we lost a real good opportunity, and I think if I would have done that, I don't think my push or my desire to race would have been that high, at the time. Now that we're into this season, struggling with the first part to be competitive, and then once finally getting competitive, I realized it's definitely given me the motivation to try to win that fourth championship - so that's ultimately what I'd like to do.

Q This is the first time in four years that you're actually out of it this late in the season.

A I don't like being in this position, but it's actually a lot easier, just because you don't have the pressure of having to finish, worrying about those other guys. Basically, you've just got to go out there and try to win. Nothing else really matters. It's the only option we have. It's a lot easier. So what; just go out there and give it your best. If we would have been in the front this year, it's so much more stressful. I know. I can see it in Mat's (Mladin) face. I know being in that situation finally for the first time, it's eating him up. It just does. It ate at me for the last three years. It's just being in contention for the championship.

Q Where did this season go wrong?

A I think we just were slack right at the start. At Daytona you need some speed, and we definitely didn't have speed there. And it never really came. I mean things got better here and there, but we really didn't have anything to work with, so all we could was go out there and do some chassis stuff. We definitely have a better motorcycle. I think we have one of the better-handling bikes out there today. When that's all you can do, that's the only thing you can really go after. Now we're finally getting some parts, so the speed's coming. I still don't think we're where we need to be. We were pretty fortunate, I think, the last two were more of a technical type, rider's type of track, not so much horsepower tracks. We showed good there just because I think all the work prior to that in the chassis paid off. So we came here (Brainerd) - I still think we should be pretty close, but it's going to be tough against those guys - the Ducatis are fast. I ran with Anthony (Gobert) a little bit yesterday and it was like, 'Wow.' It'd just be nice to have something that's running a little bit better.

Q Was there some point where you realized the championship was out of reach?

A At Atlanta I knew we were out for sure when we DNF'd. Prior to that, at the start of the year, I thought this is just a wipe-out. Daytona was disastrous and Phoenix we shouldn't have done that bad. I think we had dampner going bad on us or something, because it just wouldn't steer. Our result was way back there, which it shouldn't have been. Sometimes you have troubles like that. I almost pulled in thinking we had major, major problems. But I went ahead and just circulated and circulated and finished.

After that, Willow (Springs) was tough - just not enough testing with those dual-compound tires. And then we got up to Sears (Point), again a track where you don't necessarily have to have speed; our bike was good and we were on pace. That felt good. I think that gave me and the team a little bit of motivation to where, yeah, if we can work on this a little bit more, then maybe we could get a win. And stuff finally started showing up and the guys were getting more power back at Rob's (Muzzy). Things just started feeling better. Going into Atlanta I thought we had something for them, but we lost a motor early in the race. I knew that the season was done for - because you can't do that any more. I mean you have to finish every race. You almost have to stay within the top five to be a contender. Mat had the best record going. I think he was on the podium at just about all of them. I think he's had a couple that he's been off of. He's been steady. That's what you've got to do. Any more, you always figure everyone was going to have a DNF. But any more you can't have that. It's unacceptable.

Q Coming into the year the team was an unknown.

A It was tough, not getting a lot of testing with them. We kind of had our controversy in the off-season, so I missed the Daytona test. I don't know if that hurt us so much at Daytona, because, regardless, we wouldn't have had that much to try. Just spending the time with the guys - I think that's the biggest part of it. When you have new guys, just kind of working together and getting used to each other helps. I thought we were a little short on that.

Q How did the team take the news of Kawasaki dropping Rob (Muzzy) for next year?

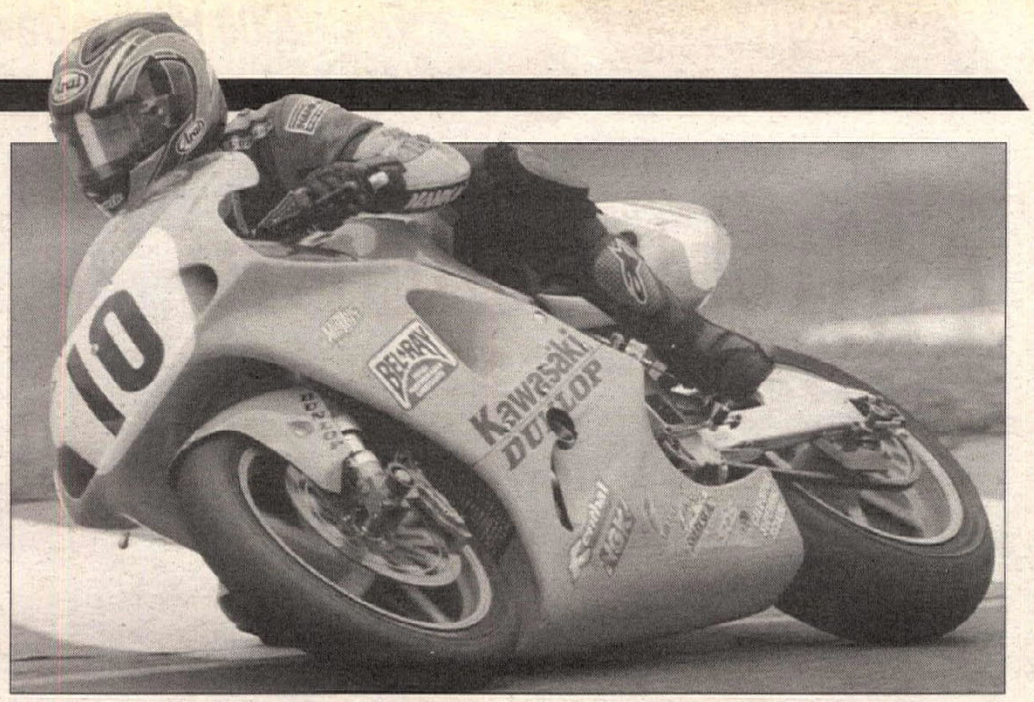
A I think that was a surprise. It had been frustrating for all of us. We never got any word, no response from Japan on when we would get new stuff. That kind of was the first word out of anything that you get from them. We're not going to get nothing else for the rest of the year or what?

Q What's been said about your style is that when the motorcycle is set up perfectly you can win races.

A Given the right types of circuits where you don't necessarily have a long straightaway. Everything I've done in the past and have ridden, if you know you're down on speed you tend to focus more on chassis and you end up having a bike that will go through the corner faster than most of them out there on the track - just giving a little bit down the straight. And when you go to some of those tracks that don't have a straightaway, it's fine. But you can only do so much on a track that's got a mile-long straightaway or a pretty long straightaway. I thought at Elkhart (Lake) we could have done a bit better. I think I made a bad choice on the tires. The first start I had intermediates front and rear and I was happy with that choice. The second, and final, start I ran intermediate front. I didn't have any trouble with the front, but I didn't want to push it too hard and drift the thing - I wanted to finish. We finished fourth, but I felt we should have been up at least with (Jamie) Hacking, for third. That's my decision, my choice. I know now we could have made it better, but I didn't want to take the chance.

Q You had a chance to leave before you signed this two-year deal. Do you regret staying?

A You always think you could have had something better. The grass always looks greener on the other side. I'm mad at myself for doing it, but, in turn, I'm not. It's nice to come back and win a couple of races with the team again. I feel like I have an obligation with them (Kawasaki). I don't know, we had trouble, but a contract's a contract, you work it out. You hope everything turns out - it works out. But it's been a frustrating year. If I would've left, I don't know if I would've been on anything any better. I still feel that I can compete over there against the world guys in superbikes or Grands Prix, but it's tough. It's so much better here in America than it was when I was last there. There wasn't any money to be made. I mean, the first chance you got to go to Europe you jumped at it and got out here just because there was so much more money. And now, it's still that way a little bit, but not nearly what it was. You can definitely prolong your career over here and make a good living doing it. Keep it enjoyable for an extra number of years rather than over there. My last year over there, when I realized I wasn't going to get anything else, I was pretty down. I wasn't sure if I couldn't even race any more if I had to come back over here. Any rider, you get a bit of an attitude. It's almost kind of demoralizing to have to step down. You feel that you shouldn't have to step to that level. You're better than those guys, you're above them. Your position is over there. That's one of the hardest things to do, is get away from it and just go on about your business. As long as you can still get on a motorcycle and have fun, I think you'll be successful. But when you let that eat at you, you're not going to go anywhere.



Q You had to come back to a team (Harley-Davidson) that wasn't that competitive, which made it that much harder.

A I didn't mind that so much. It messed with me, but I think the injury (a broken collarbone at Daytona) made me feel about the whole deal, just because I wasn't as useful or productive. Then I re-broke my collarbone testing at Laguna. I was pretty much worthless. I felt bad, because I thought I could have made some good improvements and good directions for them and got the thing a little bit better. It was just a bad year all the way around.

Q Laguna Seca is an odd place for you. You seem to either win there or have very bad luck. Do you think your championship was lost there as a result of your World superbike crash? Or do you think it was Loudon? Or neither?

A I'd say neither. I think that last race (at Las Vegas) - we were a contender. And the last race we were doing what we needed to do. I kind of got behind Ben and Eric (Bostrom) and just kind of bided my time and then kind of slowed the pace down. I just kind of started to step it up, and no sooner than a lap or two later my feet were slipping off the pegs. It was impossible.

Q I was wondering if the injuries you had at Laguna cost you points in Mid-Ohio or Brainerd?

A Yeah, we gave them a lot of points. I don't know, you can't point the finger at any one thing. It was a tough deal. To be able to get through all of that and still have a shot at it in the last race, to me, as long as you can make it that far, the last race is the first race and that's the race that's going to matter. You throw everything else you've done out the window and you just race heads-up. Going into that year we did that with Miguel (DuHamel). Our first year back, in 1996, we trailed him by, I think, a point going into Las Vegas and I didn't mind it. I either want to be heads-up even, or a comfortable lead. That in-between stuff I think works at you a lot more to where going in, if it's pretty even, if you're within a point, then it's the one race that you really, really have to focus on. Then everything you've done through the year, it don't matter. You're here, you've got to do this one race. I like that. I've got no problem going into the last race like that. To me it's a relief going in knowing you're right there for the championship. Everything you've done through the year doesn't matter. If you can do that one race, it's all worth it. All the work's paid off. We got two out of three, which really isn't too bad.

Q What about next year?

A Really, it's a bit early to do those things. I kind of expected it to be all sorted out by now, just because there's so many open spots. I thought all the manufacturers were really going to get themselves sorted out, but it's dragging on. It's still kind of all up in the air. I met Mike Preston (the new Kawasaki team manager) and we had a pretty good talk at Mid-Ohio, but we haven't got to sit down and go over all the stuff and actually see what kind of money they're going to have. Hopefully, I'll be able to do that next week when I get home. I kind of expected all that to be done and sorted by now, but it hasn't. I guess if Las Vegas wouldn't have been canceled we would have had another month of the series.

Q There was a rumor that you were going to do something with Aprilia, possibly a rider-manager type deal. Does that appeal to you?

A Yeah, I want to stay involved. You always think about other things to do. I think if I was to pursue trying to drive a car or something you basically start from ground zero and have got to go through. That's a tough deal. You spend so many years, dedicated so much of your time to get to where you're at today and to have to leave all that and start from scratch again to pursue something else, that doesn't really appeal to me. I feel I can be, if I'm not a rider, I still can be very productive as a rider's consultant or do something to help out some of the guys coming up here in the States. I would like to have my own team. I think I could do it. Yeah, I tried to talk to Aprilia a little bit, but never really got a definite response or answer from them. I thought that they would show a bit of interest - just because they're trying to push a street bike and I feel that we have the biggest market in the world and this would be a good spot to pursue that, and I never really got a solid response from them. I kind of blew that off.

Q And you said that you'd like to ride in the U.S. GP as a wild card if they have one.

A That would be neat. Just to compete. Yeah, the U.S. GP would be neat, but just to be able to compete in any given Grand Prix just to see how you stack up with the other guys. I suspect it's the same as when we had the chance to do World Superbike at Laguna. I think for everyone in this paddock that should be your number-one race. Our series counts, yeah, but when you can go out there and race against the guys that run the world, that's where you've got to prove yourself. That's where everyone looks at. If they can do that, you can get more offers and our series is acknowledged a little higher up as far as producing better riders.

Q You knew at the start of the year that you wouldn't be doing Laguna Seca.

A But given the way our bikes were running, I didn't care too much.

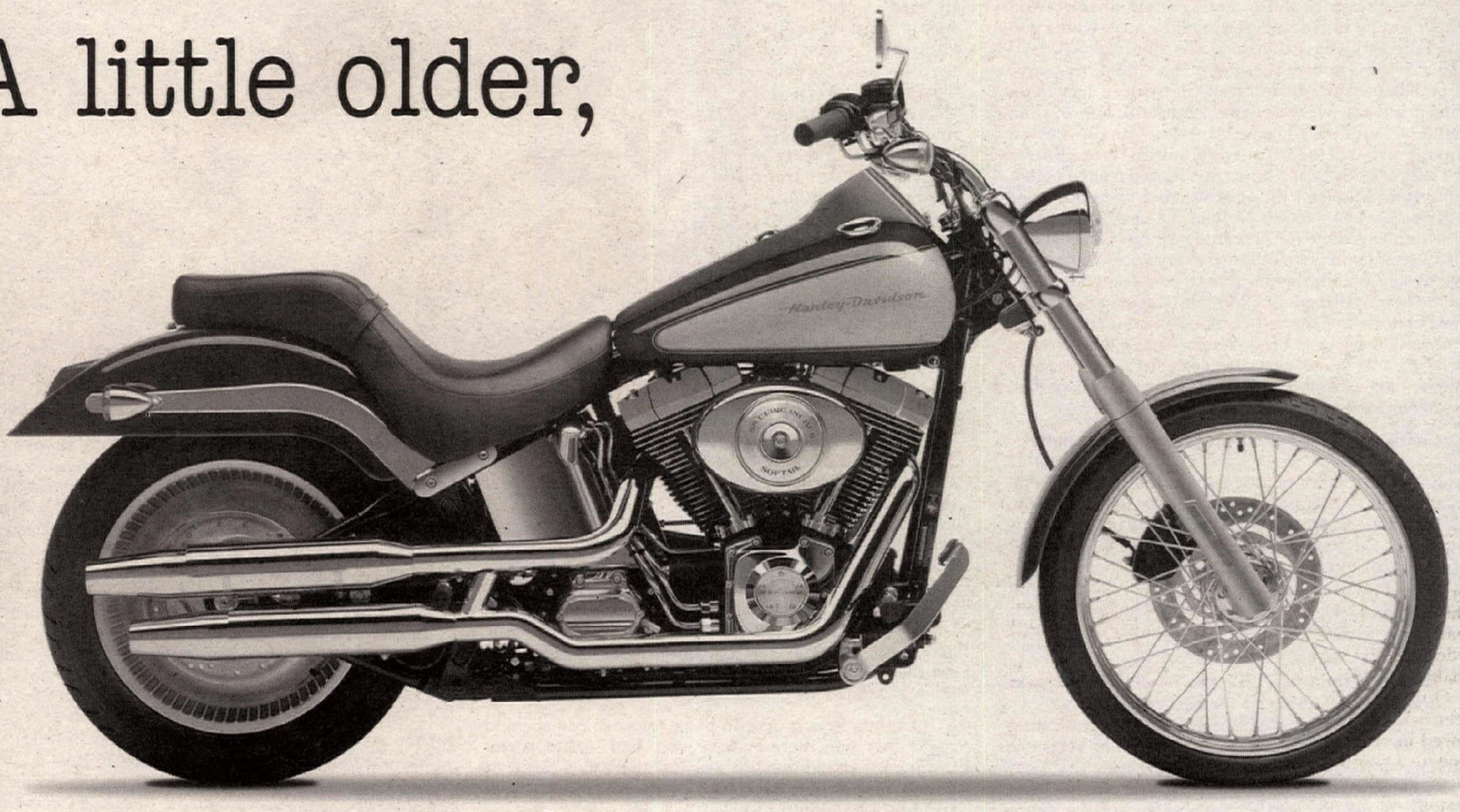
Q What about the Suzuka 8-Hours? You had an offer a couple of years ago, but you were concerned about your co-rider.

A They wanted me to ride with (Piergiorgio) Bontempi. I would have liked to have done it if I could have been teamed with say, (Akira) Yanagawa or (Simon) Crafar. I thought me and Simon could have done a good job because we're fairly close in size and so the set-ups would be very similar. Bontempi, he's a good rider, but he's just a question mark to me so I kind of bowed out of it. I wouldn't mind doing it. I've always enjoyed doing it, as long as you get the support and have a decent bike, it's great. They haven't asked the last two years. I don't know, you talk bad about that kind of stuff, you don't do it for a while, after a while you miss it. Same with the Grand Prix. I've been away from it now for a while. I didn't care about it. But now, you're still watching and the guys that you raced with are up front now, you just wonder if you can still do it. You'd like the chance, not so much to find a ride over there to do the whole year, but just do one or two races to see how you stack up with the guys.

Q Have you thought about trying to get a Wild Card at one of the final GPs this year?

A That would be nice to do, but that's juggling it. Especially if you're in the middle of negotiating a contract over here. They're going to frown on that really big as far as a risk. If you're bickering money-wise and you want to go off and do this, you put yourself at risk. I think that would be hard to do. That would be neat to do, but I don't think anyone would let you do that. CN

A little older, a lot **bolder**



By Scott Rousseau

With the fervor of its worldwide 95th anniversary celebration finally dying down, its revolutionary Twin Cam 88 a resounding success and its blockbuster 2003 centennial celebration not quite ready for prime time, you would think that the Harley-Davidson Motor Company would be willing to use the next year, or two, to take a breather. You know, relax, maybe change a paint job or two and gear up to introduce its next series of radical product changes on what will be a highly anticipated 100th anniversary of Harley motorcycles, in about three years.

Guess again.

A technological revolution - Harley style, that is - continues to spill forth from the doors of the company's Capitol Drive Product Development Center in Milwaukee. Product advancement is taking place at the most feverish pace in Motor Company history. The proof is no more evident than in Harley-Davidson's 2000 models, the first to bear what may just be motorcycling's most famous brand name from the past century.

At the pinnacle of this technological revolution is an all-new Softail platform that features a new flagship for the year 2000 in the FXSTD Softail Deuce, a motorcycle that Harley-Davidson officials say is the first beacon to mark the direction of the future.

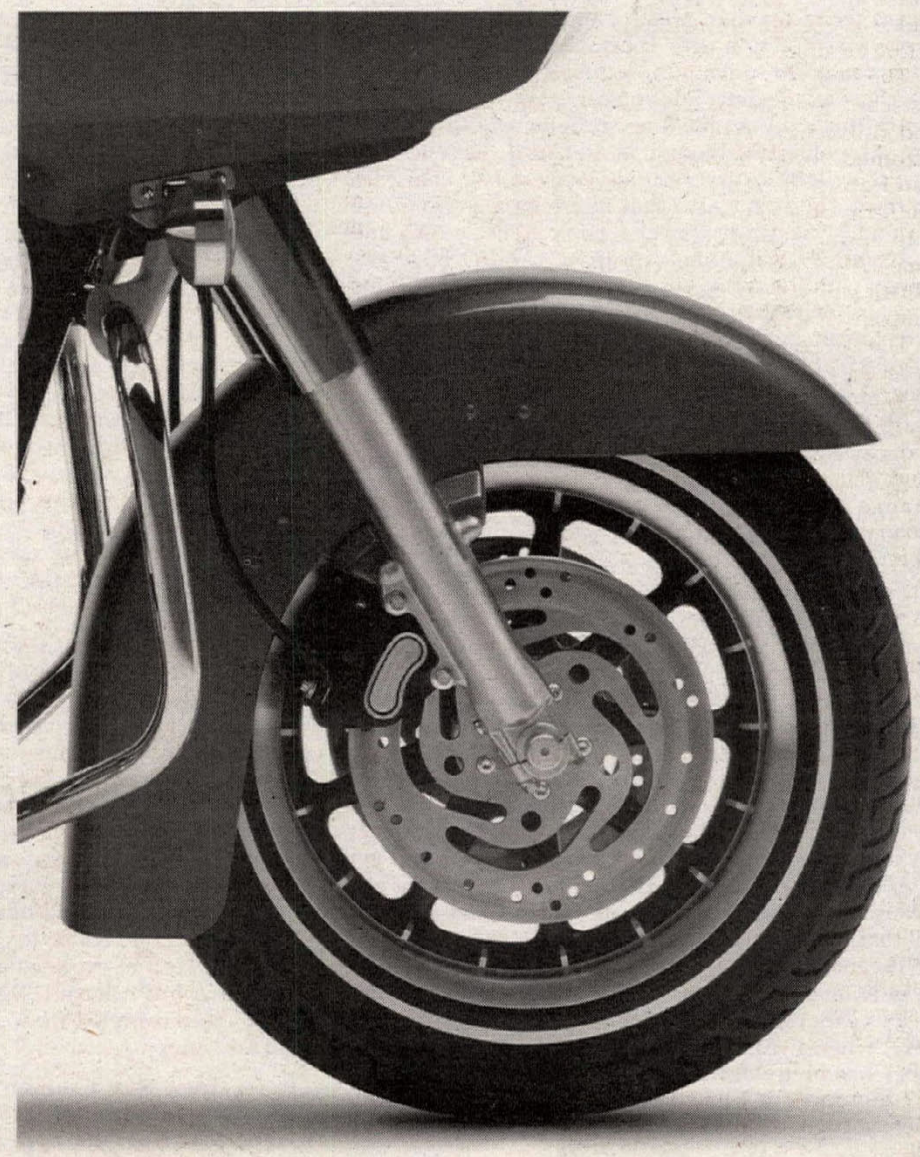
FXSTD SOFTAIL DEUCE

"I am extremely excited," Harley-Davidson's head of new product planning William H. Davidson said when unveiling the new machine during a press conference at the company's recent worldwide dealer show in San Diego, California. "Underneath this cover is a motorcycle that I truly believe will affect the entire industry. This is probably our biggest year of product introduction since 1903. We have invested roughly $25 million in our Product Development Center, and we have started an infrastructure to bring out new products at an increased rate, with more technological innovation than ever before."

Technology aside, the Deuce continues in the vein of the "factory custom" that was introduced by styling guru Willie G. Davidson in 1971. That model, the Super Glide, which mated the XL front end with an FL chassis, is looked upon as being largely responsible for putting the cruise into the cruiser mar-

(Above) Harley-Davidson's FXSTD Softail Deuce is designed to take the company's "factory custom" heritage into the 21st century. With the new Twin Cam 88B engine as the platform, custom styling touches, such as the Deuce's all-new wide rear tire/fender combo, "Coke bottle" chrome forks and stretched fuel tank, are just icing on the cake for the new flagship of the Softail family.

(Right) That's the brakes: Harley-Davidson has stepped up big-time to the demands of its customers by introducing all-new 290mm, four-piston brakes on all of its 2000 models. The new units greatly increase stopping power. Also new on the FL touring lineup are these new hollow-spoke, cast-aluminum alloy wheels, which are significantly lighter than those of the previous design.



ket, which was previously known as the heavyweight segment.

The Deuce appears capable of setting that same tone for the next century.

At its heart is what is already being called the second generation of the Twin Cam 88 powerplant. Known as the Twin Cam 88B, the air-cooled, 1450cc V-twin has supplanted its Evolution forefather in a rather unique way, providing the most vibration-free ride ever experienced on a Softail through the use of an all-new chain-driven counterbalancing system, which places the balancers in front of and behind the crankshaft to cancel the unwanted harmonics of the engine's massive pistons and rods.

An all-new chassis was needed to incorporate the TC88B's rather fluid engine/transmission configuration, and the new design gains 34 percent greater rigidity thanks to the use of a thick rectangular backbone and massive steel down tubes. It also incorporates a steering head lock that uses the same key as the ignition. The engine and transmission have also been dropped in the chassis and moved forward for a better center of gravity and improved handling. The five-speed transmission is all-new, featuring a new die-cast case and redesigned internals to improve the shift quality, performance and durability.

Out back, the rear swingarm has been widened and the drive belt narrowed in order for the Deuce to accommodate a new 17-inch rear tire and custom wheel combo, and new rear suspension bushings are designed to improve the quality of Softail's ride.

In the braking department, the Softail will receive the same all-new 290mm four-piston units that were introduced earlier in the year on the Dyna, FL and XL lines. The new binders are designed to offer more power and better feel with far less effort. Both the front and rear wheels feature a new sealed bearing system which is more resistant to water, and is designed to last 100,000 miles before needing service.

The Deuce's custom touches include a stacked shotgun exhaust, new fenders and fully triple clamps, flat bars and chromed "Coke bottle" front forks. It also features a Harley-Davidson first in the form of a new stretched fuel tank with an integrated chrome instrument panel. A distinctly styled coil cover and a flush taillight add to the "new millennium custom" looks of the bike.

The Deuce is available in Vivid Black, Aztec Orange Pearl and several new 2000 model-year colors: Sinister Blue Pearl, Diamond Ice Pearl, Luxury Rich Red, Concord Purple, Two-Tone Sinister Blue /Diamond Ice, Two-Tone Aztec Orange /Diamond Ice and Two-Tone Luxury Rich Red/Vivid Black. Suggested retail pricing starts at $15,995 for the 49-state model in black, and $16,285 for the California model in black.

Also returning to the Softail lineup, with the same mechanical and technological changes as the FXSTD Softail Deuce, are the FXST Softail Standard, FXSTB Night Train, FXSTS Springer, FLSTS Heritage Springer, FLSTC Heritage Softail and FLSTF Fat Boy.

DYNA

The ground-breaking FXDX Super Glide Sport continues to head the Dyna family for the year 2000, but with even more improvements. The new FXDX features fully adjustable front and rear suspension, along with a wider rear tire, narrower secondary drive belt, a free-flowing ceramic-coated exhaust system and new cast alloy wheels wrapped in aggressive sport-compound rubber. Suggested base retail prices are $13,450 for the 49-state model, and $13,735 for the California model.

Every Dyna model will also feature the new four-piston brakes, sealed wheel bearings, a revised electrical system and the new secondary drive belt. The FXD Super Glide will also receive the XR flat track-style bars that are standard on the FXDX.

Rejoining the FXD and the FXDX are the FXDWG Dyna Wide Glide, FXDSCONV Dyna Convertible and FXDL Dyna Low Rider.

XL

Just because the Sportster family is the last holdout for the venerable Evolution engine, don't think that Harley-Davidson was content to leave its entry-level line alone.

Heading the family is a restyled XL1200C Sportster 1200 Custom, which features a new 4.4-gallon fuel tank with a laser-engraved stainless-steel trim panel, an aircraft-style filler cap and a glass-fired tank medallion. The increased fuel capacity allows the Sportster 1200 Custom rider to travel 33 percent farther than before, and a redesigned seat has been added to get that rider there in comfort.

The XL1200S Sportster 1200 Sport returns, with a model-specific change in the form of a new, satin finish, black ceramic-coated exhaust system. As for the rest of the Sportster family, the whole lineup receives the new four-piston brake system, and the XL powertrain has been beefed up, featuring a new pressed-in crank pin, steel-body lifters and redesigned tappet blocks. In the tranny, second gear has been modified to provide a smoother transition between first gear and third gear.

Besides the XL1200C Sportster 1200 Custom and XL1200S Sportster 1200 Sport, the XL lineup includes the XLH883 Sportster 883, XLH883 Sportster 883 Hugger, XL883C Sportster 883 Custom and XLH Sportster 1200.

FL

In the touring class, the FL family will at least benefit from many of the changes found on the rest of the platforms.

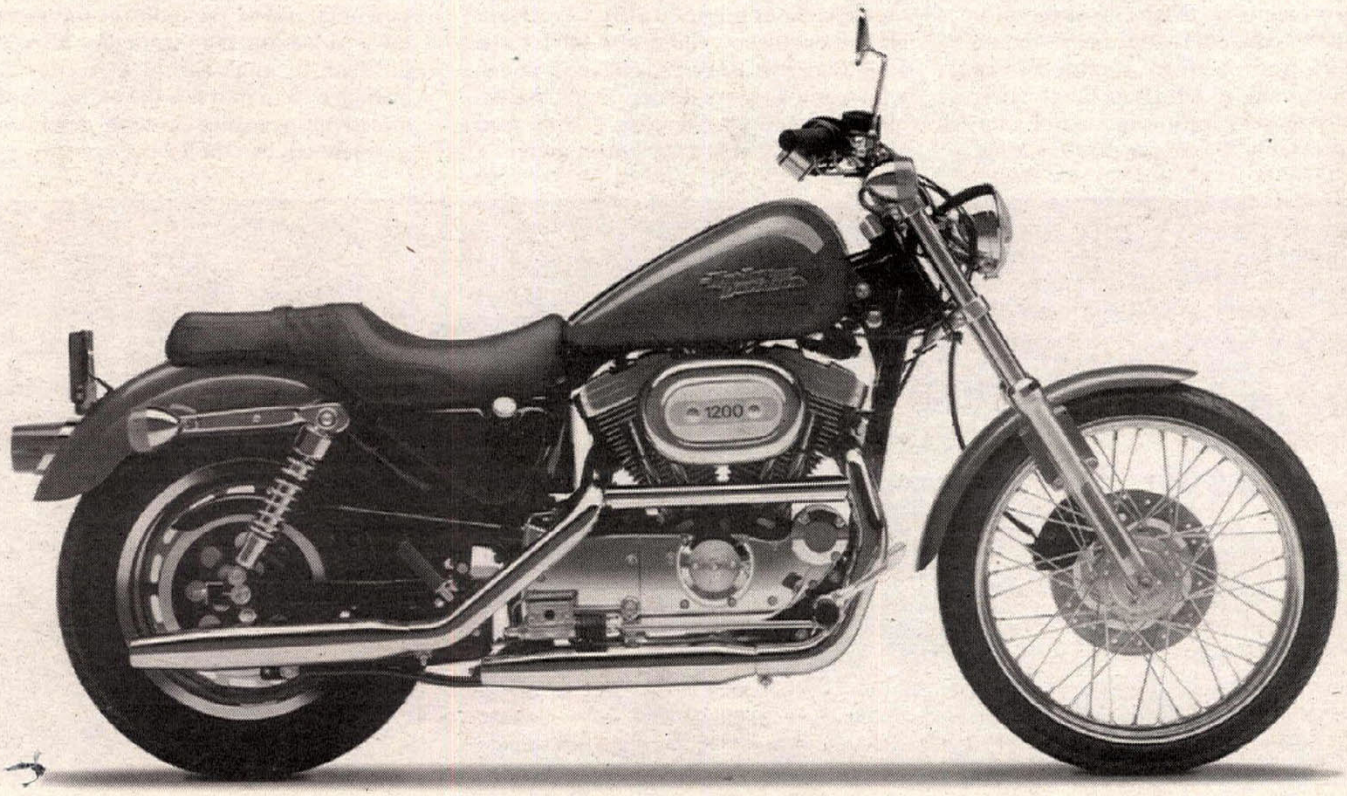
All FLs feature the new four-piston brake system and uniform expanding rotors. New hollow-spoke cast-aluminum alloy wheels are lighter, in addition to providing a new styling cue. The reduction in unsprung weight should aid in acceleration, and the new wheels are designed to be easier to clean. They too feature Harley-Davidson's new sealed bearing system.

All FLs feature a new maintenance-free sealed battery, providing enhanced cranking power and longer life. The sealed unit no longer requires an overflow tube.

Electra Glides benefit from a redesigned seat for improved long-haul comfort, while both the Electra Glide and Road Glide models pick up the electronic speedometer previously used on the Road King. All Road Kings will have narrower handlebars this year, and the standard Road King will once again be available with electronic fuel-injection.

The 2000 FL lineup consists of the FLHTCUI Ultra Classic (fuel-injected), FLHRCI Road King Classic (fuel-injected), FLHTCI Electra Glide Classic (fuel-injected), FLTRI Road Glide (fuel-injected), FLHRI Road King (fuel-injected), FLHTC Electra Glide, FLTR Road Glide, FLHR Road King and the FLHT Electra Glide Standard. CN

(Above) Harley-Davidson put more sport in the FXDX Super Glide Sport for 2000. The award-winning machine receives the new brake package and fully adjustable front and rear suspension.
(Below) Don't call me little: The XL1200C Sportster Custom features a welcome addition in the form of a new 4.4-gallon fuel tank for extended-range cruising.



Re-engineering a LEGEND

By Scott Rousseau
Photos by John Sandberg

It's amazing. One ride on a 2000 model Harley-Davidson Softail will leave you wondering how those Milwaukee Marvels did it. How on earth did they take the Softail platform to unprecedented levels of power, handling and braking performance, utilize an all-new engine and chassis, and still manage to provide their customers with a motorcycle that is unmistakably a Harley-Davidson in every way?

Very carefully. With the success of the much-heralded Twin Cam 88 engine for 1999, and the introduction of the award-winning FXDX Dyna Glide Sport roadster, it was only a matter of time before Harley-Davidson took a long, hard look at the Softail family, which is the highest volume platform that the Motor Company produces, and began to make plans for the conversion from Evolution to revolution.

But like all of Harley-Davidson's new products, the Softail's move into Harley's technological era was deliberate, and the subject of meticulous planning via a thorough understanding of the platform's role within the Harley-Davidson lineup. Cutting-edge would yield to heritage. Trend-setting took precedence over trendy. Technology would be used as a method to achieve styling. And yet Harley engineers would also have to be attentive to the desires of its customers, who wanted to see the new Softails capable of: 1) reduced vibration, 2) improved acceleration, and 3) more horsepower.

The new Twin Cam 88 motor easily fulfilled the desires of acceleration and power, but placing the air-cooled, two-valves-per-cylinder 1450cc V-twin in the solid mountings of the Softail chassis produced vibes that could loosen the fillings of anyone who swung a leg over it. Something would have to be done to cancel the undesirable shake, while retaining the highly desirable rumble.

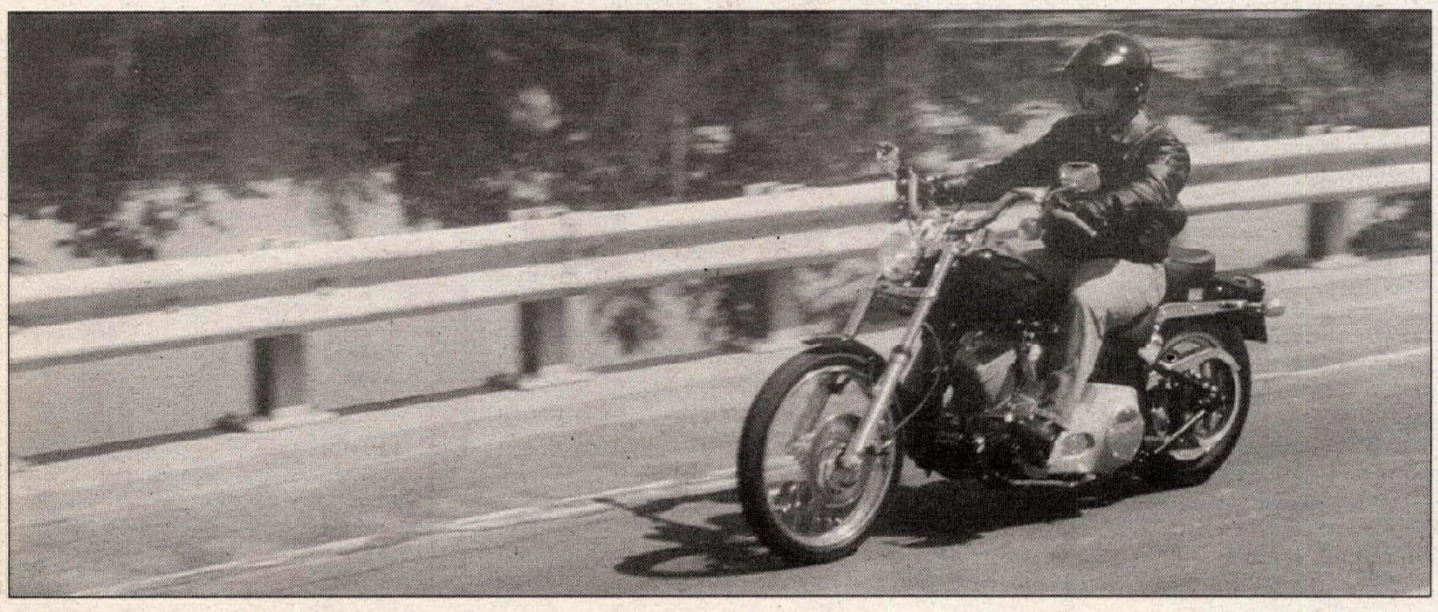
A Dyna-style rubber-mounting of the Twin-Cam 88 engine would have proven to be too difficult, as it would have required chassis changes that could potentially spoil the looks of the motorcycle. Instead, the engineers took the hard route, engineering a counter balancing system into the Twin Cam 88 and effectively winding up with an entirely different engine, the Twin Cam 88B.

The new counter balancers are the whole story of the Twin Cam 88B. The Softail powerplant project team managed to find enough room just in front and behind the crankshaft, as well as a bit of space on the right side of the engine, to develop the chain-driven, counter-rotating system. The silent chain that connects the balancers is driven off of a cam gear on the splined rear camshaft. The balancers are designed to reduce the vibration created by the pistons and the upper third of the rods when the motor is at cruising rpm. The system does add 14 pounds to the engine package, and parasitic power loss as a result of its use is a paltry three percent at wide-open throttle. But the flywheel counterweights do their job, dampening the oscillation by 50 percent, and they are designed to require no servicing for the life of the engine. They are also unaffected by any designated Screamin' Eagle performance parts that have been engineered for the Twin Cam 88.

Counterbalancers aside, other modifications to Twin Cam 88B include a new cam support plate and a new-design oil pump that features a wave washer to prevent oil from draining into the engine from the Softail's frame-mounted oil tank. Incidentally, both parts are used on the Twin Cam 88 as well. Three different styles of new, freer-breathing but still-EPA-legal exhaust systems are available on the Softail models, with the most noticeable change being that there is no upper exhaust connect like that found on the "old" Evolution versions (except on the crossover duals). Harley-Davidson claims that the new tubes are good for as much as five horsepower in certain portions of the rev range.

The five-speed transmission is a completely new version, incorporating a new shifter mechanism and a redesigned die-cast transmission case that features a four-bolt mounting pad to mate with the engine. The transmission is utilized as a stressed member of the chassis package. New internals include a cast steel shifter barrel with modified track profiles and shifter barrel stops, a star-shaped end cam to eliminate false neutrals, and a self-centering linkage. Neutral can now be engaged from first or second gear. Harley has tested prototype units at the dragstrip to the tune of over 320,000 shifts, and it claims that the new tranny will need no pawl adjustments for the life of the vehicle. Hmm...

Of course, the new Softail engine/transmission package needed a new Softail frame, and Harley-Davidson set out to design a chassis that was more rigid than the Evo Softail. This has been accomplished by using a large rectangu-



(Top) With the Twin Cam 88B-powered 2000 Harley-Davidson FXST Softail Standard, Harley-Davidson has once again managed to walk the tightrope, balancing technology and tradition to yield a drastically improved motorcycle that is distinctly Harley.
(Left) The counter-balanced Twin Cam 88B engine provides mountains of vibration-free torque, allowing riders to take in the scenery, such as the hills of New Hampshire, in greater comfort than ever before.

lar-section backbone and larger, stiffer downtubes, which combine to create a frame that is over 30 percent stiffer than the old unit. Other new developments include a removable seat post and a standard steering head lock which shares the ignition key. According to Harley-Davidson, the new chassis requires 50 percent fewer parts, less welding, and is easier to manufacture.

The new chassis required new electrical harnesses. The new looms are more accessible, use fuses and micro relay packaging, and feature a diagnostic hookup so that Harley's "Scanalyzer" software can be utilized to assess the circumstances in the event of a breakdown.

Both the oil and the fuel tanks were changed on the new Softails. The oil tank's capacity has been increased, and the tank itself now features chromed, '40s-style external hard lines to circulate oil to the engine. It also features an easier-to-read oil dipstick. The five-gallon fuel tank is now a one-piece, single-filler model like that found on the previous Dynas. As such, it also has a fuel gauge integrated into the faux cap on the left side to warn you when you're running low on fuel.

The Softail line also offers better whoa power thanks to the new four-piston, fixed caliper brakes that were released on the 2000 Dyna, FL and Sportster lines one month earlier. The more powerful binders require less effort at the lever and less maintenance than the previous units. It is also worth noting that they are retrofittable to earlier Harley-Davidson models as well.

Add it all up, and what have you got? A generation's worth of improvement that can hardly be discerned at first glance. Hey, what good is technology if you can't see it? Fire up the new Softail, take a ride and the answers become readily apparent.

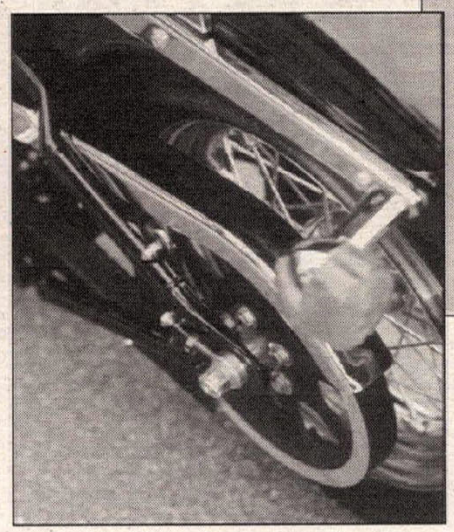
Our particular model for this test was the entry-level platform in the Softail family, the FXST Softail Standard. We had our choice of testing any model, with the exception of the still-to-be-released FXSTD Softail Deuce, and we chose the black-hued, stripper model Standard, figuring that if we didn't like the changes that Harley-Davidson had made to the Softail, then no extra amount of chrome and leather flash and dash was going to influence our judgement. We need not have worried.

Thumbing the Standard to life immediately reveals the improved personality the Twin Cam 88B brings to the Softail family. The motor quickly settles into a steady - if a bit muted - rumble, while the handlebars, controls and mirrors remain practically vibration free. Still, the seat of your pants lets you know that you're on one of Milwaukee's 45-degree big bangers, as you can feel the pistons pumping up and down in their bores, and a blip of the throttle provides you with that familiar V-twin exhaust note that probably made you fall in love with Harleys in the first place. Of course, if you don't care for that sort of thing, you probably won't even notice it. That's the beauty of the engineering.

Accelerating through the gears for the first time brings forth another strange mix of new and familiar. You'll appreciate the noticeable pep and responsiveness provided by the carbureted Twin Cam 88B in concert with the steeper 32/70 gearing (previously 32/65). The new motor simply pulls harder and longer - more than enough to get you from gear to gear whether you prefer the short-shift riding style or fancy the noisier "let 'er rev" mentality. What you won't feel in either case is a lot of tremling from downstairs, your mirrors remaining jiggle-free at acceleration or while cruising.

(Above) Where's Waldo? The obvious appearance of the Twin Cam 88 aside, Harley-Davidson disguised much of the technology in the new-generation Softails so cleverly, it is almost hard to see. Note the chrome oil lines that feed the engine, the non-crossover exhaust and the new rear-brake caliper and disc.
(Below) Full of suprises: The new Softail chasis features a narrower drive belt and a widened rear swingarm. Why? Turn to page 30 to find out the answer.

(Above) The five-gallon fuel tank is now a one-piece unit, same as the Dynas, complete with a right-side fuel fill and a fuel gauge in the left-side faker cap.
(Below) The new four-piston front brakes are long overdue, providing better stopping power with half the effort. Both the front and rear rotors are 290mm units.



(Above) Cranking the new Softail into a turn revealed the glory of the new, stiffer chassis. The engine has been moved forward and features a lower cg, greatly aiding in both suspension cush and on-the-road flickability.

Another thing, the *ka-chunk* shifting of the old transmission is gone - at least the *ka* is. True to Harley-Davidson tradition, technology has been quelled (thankfully, we might add) in favor of tradition. Thus the *chunk* still remains. And we were able to find neutral from either first or second gear when we wanted to, and not from any other gear when we didn't want to.

Log more miles, and the improved ride of the new Softail makes a huge impression, even though the front and rear suspension damping specs are essentially the same as they were on the old Softail models. Credit this to the chassis, which features new rod ends for the shocks and new rubber bushings to help reduce the transmission of harsh road impacts to the rider. But that's the least of it, really, as the new, stiffer Softail frame tubing actually allows the rear shocks to work to full dynamic capacity, whereas the old frame had the tendency to "wind up" a bit, hindering the performance of the shocks through portions of their stroke. Further assistance to the rear end comes from the fact that the engine has been moved two inches forward, and also has a lower center of gravity, which takes a bit of weight off the rear wheel.

That lower cg really makes an impression when it comes to high-speed handling, too. Previous Softails were noted for having pretty decent handling characteristics already, but the new model flat buries the old. Whether laying it into a corner or snapping it from side to side to change lanes, the new Softail Standard feels a tad on the feathery side compared to the more deliberate steering of the Evo editions. And with its laced 21-inch front wheel to aid in steering input, the new Softail Standard is, dare we say it, the most flickable Harley-Davidson big twin that we've ever ridden.

Then there are the improved brakes. We would venture to guess that the required lever effort in order to produce the desired stopping effect has been cut by about half compared to the old system. As overdue as this change was, if the new pucks had been introduced a year ago, they would have shared top billing with the Twin Cam 88 engine, but on the Softail they are simply representative of the effort that Harley-Davidson is making to improve every detail of its motorcycles. That's a good thing.

Of course, through it all, there is one gripe that we have about the new Softail, and that is what the seat does to our tail after more than 150 miles of riding. Despite the roomy, comfy ergos, smoother engine and excellent suspension, the seat of the Standard fails miserably when it comes to keeping up with the rest of the package. Padding a tad on the soft side conspires with a contour that is a bit abrupt to force the rider into what is basically one spot for the duration of the ride. As good as the new Softail is, you're going to want to ride it for a long way. The seat will all but assure that you can't. It's too bad, really, because the way the rest of the bike performs, we could see ourselves riding a new Softail for 400 miles or more with nary a complaint, were it not for the saddle!

At least it's an easy fix, and one that you will gladly make in order to experience the best Harley-Davidson the Motor Company has offered yet. So many changes, and yet it is still the same great cruising motorcycle, likable not so much for how it feels, but for how *you* feel when you're aboard.

That leads us to believe that what Harley-Davidson has really done is set a new "Standard" for the next millenium. CN

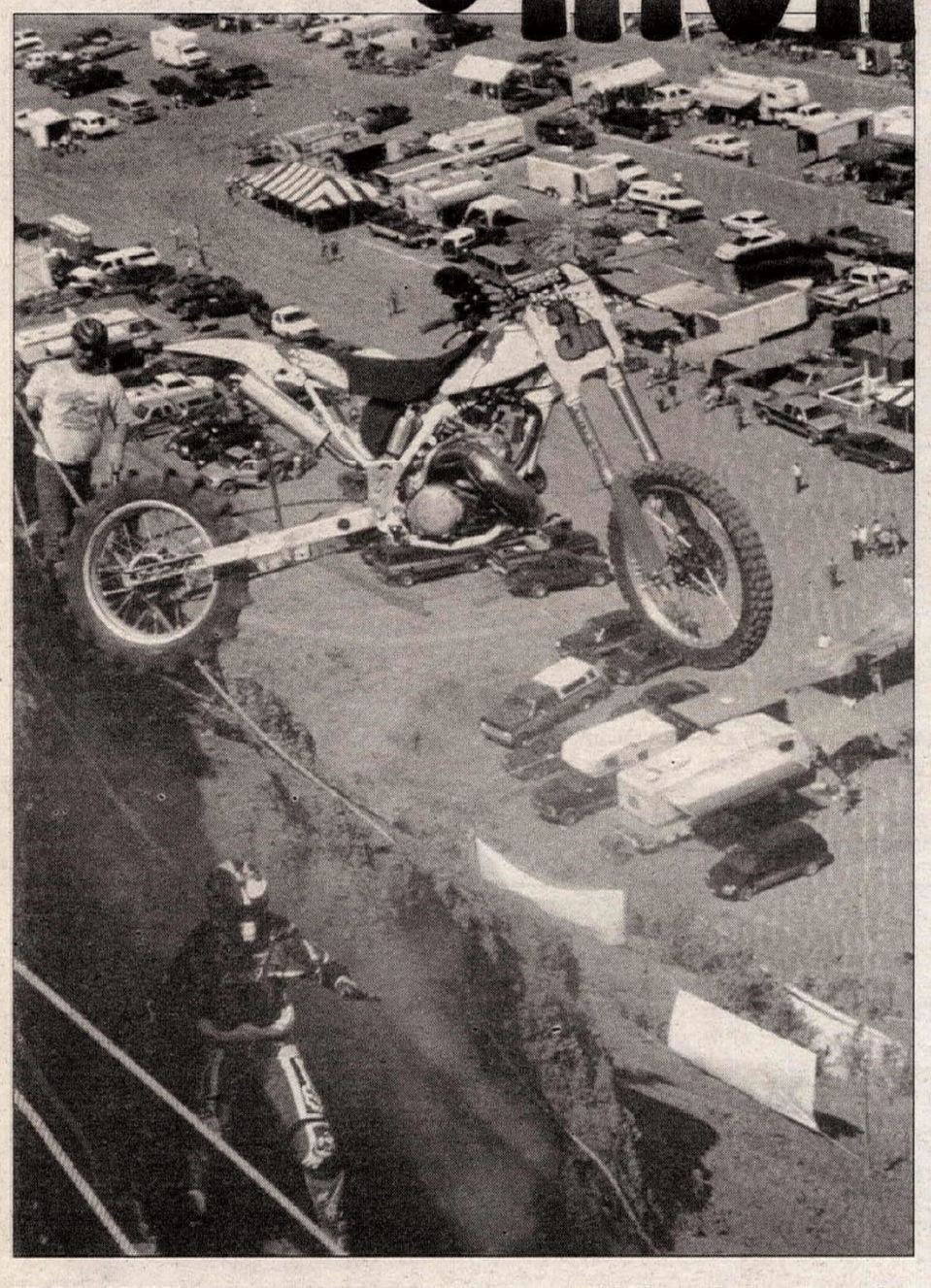
Harley-Davidson FXST Softail Standard

Specifications

Engine	Air-cooled V-twin
Valve gear	Twin-cam, two valves per cyl.
Bore x stroke	3.75 in. x 4.00 in.
Displacement	1450cc
Compression ratio	8.8-9.0:1
Carburetion	(1) Keihin 40mm CV
Ignition	Carb-sequential, single-fire
Transmission	Five-speed
Frame	Tubular mild steel
Wheelbase	66.9 in.
Rake/trail	34°/5.0 in.
Seat height	26.1 in.
Suspension	
Front	41.3 mm custom telescopic fork w/5.61 in. of travel
Rear	Twin horizontally mounted gas shock absorbers w/ 4.02 in. of travel
Tires	
Front	Dunlop Elite II D402 MH90-21
Rear	Dunlop Elite II D402 MT90B 16
Brakes	
Front	Single 290mm disc with four-piston caliper
Rear	Single 290mm disc with four-piston caliper
Claimed dry weight	628.6 lbs.
Suggested retail price	$12,355 (Black, 49-state) $12,645 (Black, Calif.)

80th annual Great American Hillclimb Championship

Riding HIGH in Montana



(Left) Many of the Great American Hillclimb attempts ended spectacularly, such as this one.
(Right) Travis Whitlock, on his FJ1200-powered Yamaha YZ, recorded his sixth championship at the GAHC.

BILLINGS, MT, JULY 31

Tradition runs strong at the Billings Motorcycle Club's (BMC's) annual summer championship. With 80 years of hillclimb history in the same location, the BMC has the oldest and richest hillclimb in the U.S. To compliment the rich tradition, 1999 saw traditional winners in the major classes. "Traditional" since each has won at least one class at Billings in the past, and two are former champions. Two of three class winners are second generation hillclimbers as well. Travis Whitlock was one of a crop of young Utah stars to challenge California domination of the sport when he first attempted the hill at 12 years old. Now 30, the former child prodigy has become the most consistent winner in rough hillclimbs, and has a record six Great American championships. As it has done four previous times, the Yamaha FJ1200 Whitlock built using YZ suspension in 1988, carried him over the hill fastest in the advanced class to earn his sixth championship and a weekend total of $3400. It seems only fitting that a record number of entries (over 300 in the Pro classes alone) and a record number of spectators were on hand. This year's event was aptly named the "Miller Great American Motorcycle Hillclimb Championship," since Miller provided the lion's share of the $25,000 purse and aided the club with radio spots and billboard advertising that drew a record 25,000 spectators over the two-day event.

Even though the purse is concentrated in the Unlimited, or exhibition, classes, the BMC put the championship weight on the tire classes. The top six finishers in the 0-600cc rubber class and the Open rubber class are seeded into the advanced class. At the end of the event the 12 riders take two last runs. Either the fastest time or highest mark earns the rider the title of Great American Hillclimb Champion. Columbus, Montana's Dusty Beer, another former champion and consistent money winner, posted the high mark on the hill for the 0-600cc rubber class. Beer, a hard-rock miner, works daily with powerful earth-rending machinery, and he does the same in Billings at the hillclimb. A potent KTM 550 is his 0-600cc weapon, and he urged it to the 350-foot mark to earn his first $1000 toward the weekend's highest total of $3850. Despite 106 riders in the class, none were able to gain the 370-foot top. Billings riders Bob Spadt (347'/$700) and Chris Herman (341'/$550) were second and third, respectively. Californian Robie Peterson also carded a 341-foot run, but Herman earned his on the first run, and Peterson's came on the second run. Two more Montanans were the final riders into the championship run-off from the 0-600cc rubber class. Both Rick Stauffer and Ron Zundel reached the 340-foot mark. The class paid 20 places, and Pete Loomis' CR500R/RM125 hybrid collected the final $75 for a 320-foot run. The money winners included riders from California, Colorado, Montana, Nevada and Alberta, Canada. Off-road legend Larry Roeseler was attempting his first hillclimb competition on a borrowed KX500, and he claimed 17th place, at 330 feet. Ty Davis finished a mere six feet out of the money on a borrowed Yamaha WR500. It was Davis' first try at a pro hillclimb, too.

The final six riders to transfer to the advanced class for a shot at being the 1999 champion came from the Open rubber class. With a straighter shot at the hill and more power, all six of the transfer rides were over the top, so placings were determined on time. Beer was again the winner and the fastest, as his potent KX500-framed, 1350cc KZ1000-engined machine blistered the hill in 13.005 seconds, and added $1500 to his weekend's total. Former champ Shannon Chamberlain's Suzuki GSXR1 100R-powered creation nipped over the vertical rock summit in 13.204 seconds for second place and $1000.

In an effort to keep riders in control going over the top, rather than throwing the bikes over, the BMC wisely moved the timing lights 30 feet back from the crest. The rules demand that the rider have "one hand touching the bike" as they go through the lights. Chamberlain won money another year sliding backward through the lights, and it looked like he might try something else interesting. He crested the hill crookedly, attempted to turn away from the straw bales guarding the abyss at the side of the hill, but the front wheel merely plowed. Just when it looked like a dirt and straw bath was unavoidable, Chamberlain's stay-on-the-throttle strategy paid off - literally - with a second place 13.204 good for $1000. BMC member Jerry Seeley and brothers Travis and Bradon Whitlock filled out third through fifth places. All were using the preferred Yamaha FJ1200 powerplants.

Another pair of Utah siblings nabbed sixth and seventh place on the identical Honda CB1100F-powered hillclimbers the brothers have owned since 1984. Mel Kimball was the final rider to enter the advanced class, with sixth. Pretty good considering he announced his retirement after the 1998 BMC event.

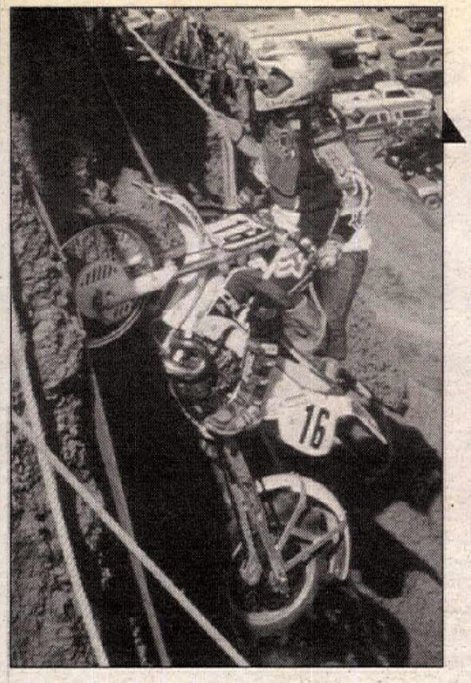
"I packed all my stuff away," Kimball said, "but a friend sent me a hillclimb video over the winter and by February I was digging the stuff all back out. And I still had the bike. I'll never sell it."

Brother Kenny entered the shootout the hard way with his seventh-place finish. Minutes before the advanced class ran, a thrown chain destroyed the left side of Chamberlain's GSXR100 engine. The class paid down to Larry Coleman's $100 for a 364-foot run.

The Senior class, for riders over 40 years old, was the only other pro class restricted to rubber tires and a 66-inch wheelbase. Roeseler got his second shot at a pro hillclimb, and he improved steadily with each run. LR had high mark for much of the first round at 240', but local LeRoy Ebeling put in a great 252-foot effort. At that point Ebeling had the high mark on the hill for the day - actually two feet higher than Beer's winning run in the 0-600cc class, earlier. Roeseler steepened his learning curve and poked a front wheel over the cliff for a winning 253-foot run.

Sunday morning began with the 0-700cc Unlimited class ("unlimited" meaning almost no rules other than safety restrictions and the displacement limit) facing the sheer wall that the riders found so intimidating in 1997. As in 1997, very few riders (only two this year) actually topped the hill via the face. Also in 1997, Robie Peterson's exotic Zabel powered special made it fastest while making it look the easiest. His first attempt was a spectacular bike launch, but after analyzing advice from Kerry, LR and Ty Davis, Peterson hit all his marks and gracefully made it over in 20.459 seconds. Omaha Nebraska's Harold Waddell was the only other rider over on a CR500R, but his run was a bit over four-seconds slower, at 24.687. Utah's Jon Smith was the highest run that didn't go over.

After Smith came Mel Kimball, Kurt



Kenny Kimball claws and scratches for another foot on his modified Honda CR500.

Koester and Travis Whitlock. Dusty Beer, the winner of both tire classes, was 13th, though he was only five feet shy of third place.

The 701cc-up Unlimited classes were the richest and most spectacular with 12 riders blasting over the hill, though they used the older and less severe chute rather than the giant cliff the smaller Unlimited class faced. Roy, Utah's Craig Spencer nabbed the $50 for being the first rider over the hill, but after that he saw 12 other riders go over faster and bump him back to 13th. As it has so many times in the past, the class came down to a Whitlock/Kimball/Beer contest.

Winner Whitlock set fast time of the day at 12.875, and that padded his $1750 haul for the class by $100. His first run produced a magnificent endo. While running hard chasing a fast time, he hit the vertical chute harder than a 400-pound, 120-horsepower machine can handle. He actually eased off the throttle for the winning run. Mel Kimball's second place run .004 seconds slower looked like a winner. He made the run early, and the rules say that he need not run again as long as his lead holds. He had already converted his CBR back to a rear tire and shorter wheelbase for the advanced class when the announcer sounded Whitlock's faster time. Kimball's exclamations could be heard from the pits without an announcer. Beer's Kawasaki was in the same neighborhood with a 12.926 for third place and $1000 - the last four-digit pay-out in the class that paid $7550 to the top 15 riders. Jon Smith snagged fourth place with Ron Zundel the only other rider in the 13-second zone. Brandon Whitlock and Jeremy Paget were the only 14-second riders.

It was a full evening before the advanced class took off, and Travis Whitlock had found his groove. His 13.226 gained him a sixth title over former champion Dusty Beer, at 13.806. Chris Herman was the first of the smaller bikes, in third place with a 13.909. CN

Great American Hillclimb
Billings, Montana
Results: July 31-August 1, 1999

0-600 RUBBER TIRE CLASS: 1. Dusty Beer; 2. Bob Spadt; 3. Chris Herman; 4. Robie Peterson; 5. Rick Stauffer; 6. Ron Zundel; 7. Kevin Downs; 8. Neal Payne; 9. Shannon Chamberlain; 10. Travis Whitlock.

0-700 U/L: 1. Robie Peterson; 2. Harold Waddell; 3. Jon Smith; 4. Mel Kimball; 5. Kurt Koester; 6. Travis Whitlock; 7. Todd Cipala; 8.Dave Johnston; 9. Kenny Kimball; 10. Ed Taylor.

SR: 1. Larry Roeseler; 2. LeRoy Ebeling; 3. Ken Long; 4. Doug Sherburn 5. Karel Kramer.

OPEN RUBBER TIRE CLASS:1. Dusty Beer; 2. Shannon Chamberlain; 3. Jerry Seeley; 4. Travis Whitlock; 5. Brandon Whitlock; 6. Mel Kimball; 7. Kenny Kimball; 8. Chris Herman; 9. Jeremy Paget; 10. Dave Johnston.

701-UP U/L: 1. Travis Whitlock; 2. Mel Kimball; 3. Dusty Beer; 4. Jon Smith; 5. Ron Zundel; 6. Brandon Whitlock; 7. Jeremy Paget; 8. Michael Reesor; 9. Dave Johnston; 10. Harold Waddell.

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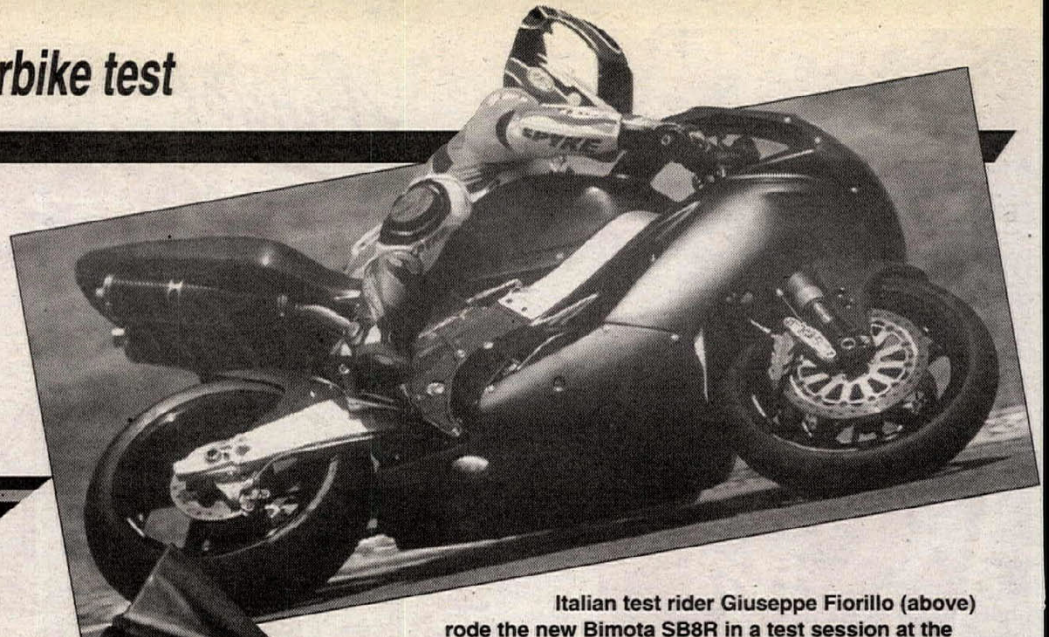
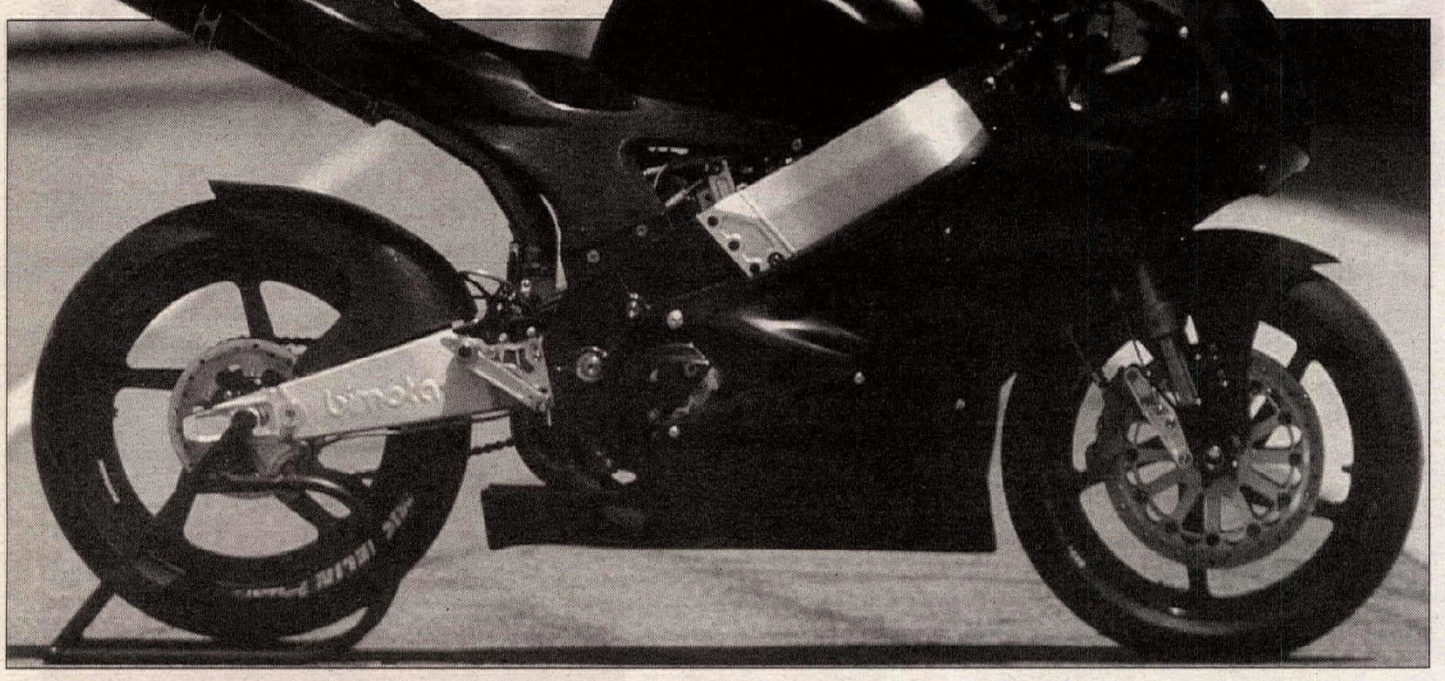
Bimota's Superbike test

Back on track



Italian test rider Giuseppe Fiorillo (above) rode the new Bimota SB8R in a test session at the Misano Circuit in Italy. Bimota will return to the World Superbike Championship in 2000.



By Paolo Gozzi
Photos by Fabrizio Porrozzi

MISANO, ITALY, AUG. 3

Ten years after its first World Superbike victory, Bimota is back on track with hopes of a return to the World Championship in 2000. With Italian Giuseppe Fiorillo at the controls, the SB8R made its first laps in a very short test session at the Misano Circuit, a test that showed that the project has moved forward from the drawing board to the race track. The next step is to join the big six of World Superbike racing - Honda, Yamaha, Kawasaki, Ducati, Suzuki and Aprilia - in the series that kicks off the new Millenium.

On a hot day in the south of France in July of 1989, Giancarlo Falappa gave the Bimota YB4 its final victory at Paul Ricard. Who knows if those at Bimota even remember, but for many years Bimota proved a worthy adversary to the Japanese giants. In 1987, Virginio Ferrari defeated Honda to win the World TT F1 Championship, the predecessor to the current World Superbike Series that would follow a year later. When that series started, Bimota began as the bike to beat. Davide Tardozzi won five times that season and for most of the season he led the championship, though he would ultimately lose the title in dramatic fashion in New Zealand, with Fred Merkel and the RC30 Honda earning the first World Superbike crown.

In 1988, Bimota factory rider Stephane Mertens won twice en route to finishing fourth in the World Superbike Championship, with Bimota finishing second behind Honda in the Constructors World Championship. In 1989, the Bimota YB4 was competitive again, allowing newcomer Falappa to win three races - in England, Canada and France - but economic and managerial crises forced Bimota from the top level.

Now the Italian manufacturer is back with three businessmen - Francesco Tognon, Edoardo Miroglio and Adriano Aureli - providing the financial help needed to bring Bimota back, both in the international marketplace and on the race track. And Bimota has made no secret of the fact that a return to the World Superbike Championship is one of its main priorities. After all, the image of Bimota and of its hypersport street bikes is deeply linked to road racing competition.

The prototype that made its debut at Misano is very close to the street version of SB8R that Bimota started selling to the public last spring. It's a bike with progressive technical innovations, clearly seen in the modular aluminum chassis with alloy beams and integrated carbon fiber. Also of note is the rear shock absorber, mounted horizontally under the fuel tank. The swingarm, meanwhile, is deeply reinforced, along the lines of the Honda RC45's.

The rear shock absorber is a Hat-Paioli, the same Italian factory that made the bike's 46mm upside-down fork. Hat will be a player in next year's racing effort with Bimota and will bring factory assistance to each and every race. The SB8R will use Brembo brakes.

The SB8R has a short wheelbase of 1390mm, making it compact like a 250cc Grand Prix bike. It also features adjustablity with both the steering head angle and the fork angle.

The Bimota SB8R will use a fuel-injected factory Suzuki 1000cc, 90-degree V-twin. The prototype that was used at Misano featured one of the factory engines that was last used in the Yoshimura Suzuki TLR1000 in the AMA Superbike Championship last year.

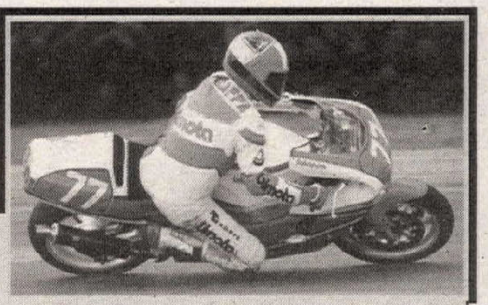
Suzuki still believes in the V-twin project, an engine format that Honda will also debut in World Superbike next year with the NTR. Because of this, Suzuki is behind Bimota's efforts and will provide a technical staff to help with the bike's development. The first step will be to change the fuel-injection system from Nippondenso to a Marelli MF3S, the injection management system used by both Ducati and Aprilia.

Arrow manufactured the exhaust system used during the Misano test and, again, Bimota will receive technical help from them. The use of the Arrow exhaust rounds out what will be an entire Italian challenge with the chassis, suspension, brakes, exhaust system and fuel injection made in Italy. Only the engine will come from Japan.

Bimota has yet to put in production the 150 SB8R "specials" necessary to meet homologation numbers to make it race-legal in 2000. Bimota has allocated a budget of roughly $2.5 million to make this happen and there will be some sponsors coming on board to help pay for the company's racing activities. An independent racing structure - Bimota Corse - has been built and it's only interest will be in managing the racing effort. It will be based in San Marino, just 12 miles from Bimota's headquarters in Rimini.

It is likely that Bimota will field just one rider in next year's World Superbike Championship. Although the factory is tight-lipped on the subject, one of the candidates is Peter Goddard, the Australian who has helped in the development of the Aprilia RSV1000. There will be also a test rider and that will likely be Giuseppe Fiorillo, the Italian who handled the testing duties at Misano.

To concentrate on their return to World Superbike racing next year, Bimota will drop its World Supersport program. The YB9SRI that Bimota is currently using in the series still uses the old Yamaha YZF600 engine and it is no longer competitive with motorcycles like the new Yamaha R6. The company, however, is likely to bring out a new 600, though that won't be until 2002 or 2003. CN



The past has been good

Bimota has won World Superbike races in the past, and they hope to do so again. Here's a breakdown of what the Italian motorcycle company has achieved at the top level of superbike racing.

WORLD SUPERBIKE RACE WINS

1988	Donington Park, England (Race 1)	Davide Tardozzi
	Hockenheim, Germany (Race 1-2)	Davide Tardozzi
	Zeltweg, Austria (Race 2)	Davide Tardozzi
	Estoril, Portugal (Race 1-2)	Davide Tardozzi/ Stephane Mertens
	Manfeild, New Zealand (Race 2)	Stephane Mertens
1989	Donington Park, England (Race 2)	Giancarlo Falappa
	Mosport, Canada (Race 2)	Giancarlo Falappa
	Paul Ricard, France (Race 2)	Giancarlo Falappa

Into the night

By David & Lora Patton

HAYDENVILLE, OHIO, AUG. 7

Without a doubt, the Greasy Ridge National Hillclimb is regarded as the toughest event in the 13-round AMA National Hillclimb Championship. The only night round of the season features a 300-foot hill that is nearly vertical for the first 160 feet up to the infamous "Ledge." In order to be successful, a rider has to keep the throttle pinned over the Ledge, landing on the smooth part of the two gradual steps that lead to the top of the hill. Do it just right and you win. Anything else and you're out of luck.

At this year's race, nobody did it better than Glen Petty Jr. and Toby Thompson, with both riders winning for the first time in 1999.

This year's Greasy Ridge event not only presented the competitors with a difficult climb, but it did so amid the tightest points battle in the history of the series. Going into the event, John Hamilton Jr. and Ted Wilkins were tied for the lead in the 540cc class, followed ever so closely by Phil Libhart and Paul Pinsonnault. In the 800cc championship, Bobby Templeton came in with the lead by just a single point over Tim Frazier with James Large, Petty Jr. and David Watson closing in.

When all was said and done, Hamilton gained a point on Wilkins and Templeton left with with his lead exactly the same - one point. But now he had two challengers just behind him as Petty's victory moved him into a tie with Large, just a single point behind Templeton.

The first to challenge the hill was 540cc points leader Wilkins. Although he shut off coming up to the Ledge, he landed smoothly and ran past the lights at the 260-foot mark in 6.328 seconds.

"I wasn't wide open going up to the jump and I hit a rock that really kicked me," Wilkins said. "I blew it on that ride."

His lead lasted for exactly one run. Then two-time 1999 winner John Hamilton Jr. took over. Despite some problems on the start, Hamilton was fast everywhere else on the hill, and that made for a 5.727-second pass.

"I got my glove tangled in the clutch lever and couldn't let it all the way out right off the line," Hamilton explained. He would end up fourth on the day.

Paul Pinsonnault has had more success at Greasy Ridge than any other rider, but his vast experience and past results weren't enough to net him better than a third-place finish on the day. Pinsonnault calmly roosted up and over the Ledge, using his former motocrossing experience to perfection to land straight and get right back on the gas, clocking a 5.488-second run in the process.

Hamilton's teammate Chad Disbennett appeared to be the man to beat after his first run. Disbennett was after win number three on the season and he kept the throttle pinned all the way past the timers - clicking in some .02 of a second faster than Pinsonnault to take the lead with his 5.466-second run.

Despite the fact that the lights were on and the ruts were bigger, the top riders still found a way to go faster during the second runs.

Pinsonnault has had come-from-behind wins at Haydenville, but he couldn't put one together tonight.

"I caught a little rut at the crest of the jump and that pretty much wrecked my run," he said. "My bike was running really well so I know I'll run with the top guys now."

Pinsonnault's first-run time held for third place, but the best of the day was yet to come.

A mechanical problem thwarted Toby Thompson's first effort at the Ledge, but he turned it all around in his second run. With his Thompson Racing BSA hooked up and flying, Thompson hit the Ledge cross-rutted, shooting him sideways through the air. Despite being sideways when he landed at the 200-foot mark, he kept the gas on and kept it in bounds on the left side for a 5.346-second effort. He then crashed after going through the timing lights, but it would turn out to be the winning run.

"I came off the line straight and kept it pinned but it really went sideways when I landed," he explained. "I just said, 'please let me make through the lights.' "

Everyone stood as Disbennett came to the line, the last man with a real shot at regaining the lead. He had the win in his sights, but his throttle hand bobbled ever so slightly upon landing, and it wasn't enough. He finished second with his 5.442-second run, but he was happy nonetheless.

"I had to be life-flighted out of here two years ago so it's great," Disbennett said. "Getting second is good. I had straight rides, jumping the Ledge and landing okay. Toby had a great ride so I'm happy with second. John (Hamilton, Sr.) has my bike smoking, and when your bike is that fast you just hang on and try to be consistent, and we were tonight."

Terry Thompson was the first of the favorites to take a run in the 800cc class, but his Thompson Racing/Gene's Machine/Bo's Radical Racing-backed BSA threw a chain some five feet short of the line. He made up for it, however, on his second run. Thompson hit the ledge on the gas, carried the front end low and covered a lot of distance. He landed it cleanly and blasted through the lights in 5.187 seconds.

Two-time and defending 800cc National Champion James "Jammer" Large was the last 800cc rider to crack the five-second range on his first ride, turning in a 5.372-second ride after a hard landing.

"The first run I got my boot into the chain and kicked it off the front sprocket," Large said. "On this ride I didn't bring it out as hard as I wanted and it wheelied up to the Ledge. I'll take second, though, and I want to thank everyone who has helped us work on this motorcycle this season."

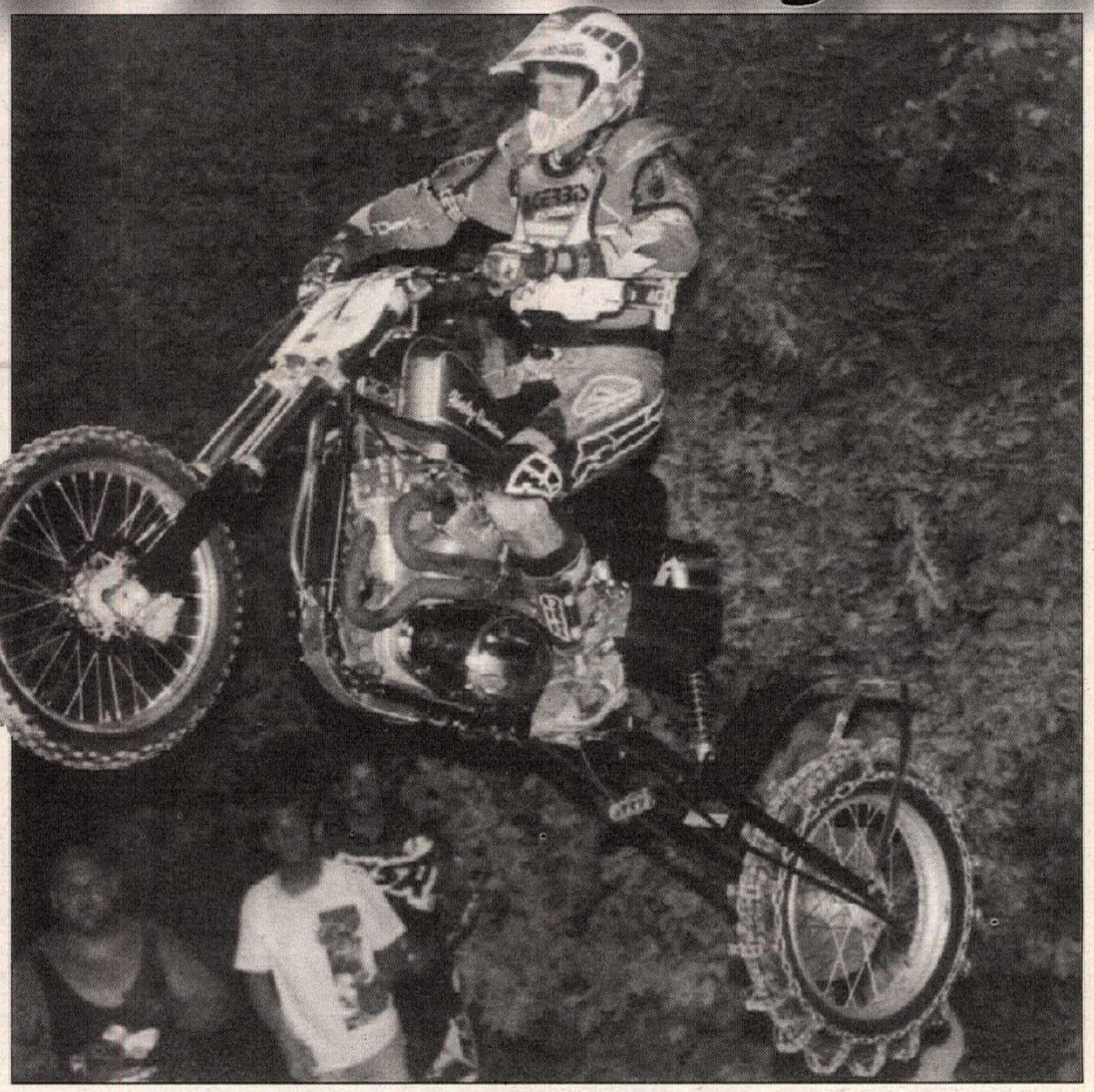
Bobby Templeton had a shot at the victory but he got his front end too high over the Ledge and crashed upon landing. David Watson also hit the dirt.

"I blipped the throttle in the air right before I landed and the chain came off. The rear wheel was locked up when I hit," Watson explained.

Glen Petty Jr. watched as Jeff Thomas and Tim Frazier tried unsuccessfully to conquer the hill. Then he watched as Large also came up short. Willie Price was the last rider on the hill and the stage was set for another come-from-behind Haydenville win, like in 1997 when he beat Petty on the last run of the night. Not this time, however.

Price couldn't get the Casto Cycles Suzuki straightened out as he neared the Ledge and he had to back off, handing Petty the victory.

"I figured someone would go faster than 5.0 tonight, but it sure is nice to win one on the first ride," Petty said. "This helps us in the points and hopefully we'll be right in there at the end of the year." CN



(Above) Glen Petty Jr. airs it out en route to the 800cc-class win at the Greasy Ridge National, the only night race in the 13-round AMA National Hillclimb Championship.
(Right) Toby Thompson won the 540cc class with his best ride coming in his first attempt up the hill.

Greasy Ridge National Hillclimb
Haydenville, Ohio
Results: August 7, 1999 (Round 6 of 13)

800cc: 1. Glen Petty, Jr. (H-D); 2. Terry Thompson (BSA); 3. James Large (H-D); 4. David Watson (Hon); 5. Bobby Templeton (H-D); 6. Jeff Thomas (Yam); 7. Tim Frazier (H-D); 8. Robert Shreiner (Kaw); 9. Mike DeBusk (Kaw); 10. Willie Price (Suz); 11. Harry Denham (H-D); 12. Rod Smith (Yam); 13. Brandon Kreeger (Tri); 14. Curt Snelling (Hon); 15. Russ VanderVeen (H-D).

540cc: 1. Toby Thompson (BSA); 2. Chad Disbennett (Tri); 3. Paul Pinsonnault (Hon); 4. John Hamilton, Jr. (Tri); 5. Ted Wilkins (Rotax); 6. Phil Libhart (Tri); 7. Aaron Brown (Hon); 8. Scott McNeely (Hon); 9. Tim Freidhoff (Hon); 10. Rich Scheuerman (Hon); 11. Chris VanHyning (Hon); 12. Chris Brown (Yam); 13. Mike Templeton (Yam); 14. Brian Bowlby (Hon); 15. Kenny Reif (Hon).

AMA 800cc NATIONAL HILLCLIMB C'SHIP SERIES POINT STANDINGS (After 6 of 13 rounds): 1. Bobby Templeton (69/2 wins); 2. (TIE) Glen Petty, Jr. (1 win)/James Large (68); 4. Tim Frazier (66/1); 5. David Watson (63/1); 6. Lou Gerencer (41/1); 7. (TIE) Mark Swem/Mike DeBusk (31); 9. Harry Denham (30); 10. Terry Thompson (29); 11. Greg Williams (27); 12. Russ VanderVeen (26); 13. (TIE) Willie Price/Jeff Thomas/Bob Shreiner (25); 16. Bob Castledine (24); 17. Steve Dresser (19); 18. Brandon Kreeger (16); 19. Rodney Williams (12); 20. Rodney Smith (11).

AMA 540cc NATIONAL HILLCLIMB C'SHIP SERIES POINT STANDINGS (After 6 of 13 rounds): 1. John Hamilton, Jr. (70/2 wins); 2. Ted Wilkins (69); 3. (TIE) Paul Pinsonnault (1)/Phil Libhart (67); 5. Toby Thompson (52/1); 6. Aaron Brown (47); 7. Chad Disbennett (46/2); 8. Tim Freidhoff (42); 9. Chris VanHyning (41); 10. Mike Livingston(37); 11. Richie Scheuerman (36); 12. Jack Macauley (21); 13. Charlie Roberts (20); 14. Scott McNeely (19); 15. Roger McNeely (17); 16. Chris Brown (16); 17. Alan Hoskins (11); 18. (TIE) Mike Templeton/Brian Bowlby (10); 20. Jeff Brown (9).

Upcoming Rounds:
Round 7 - Dansville, New York, August 15
Round 8 - Laurelville, Ohio, August 21

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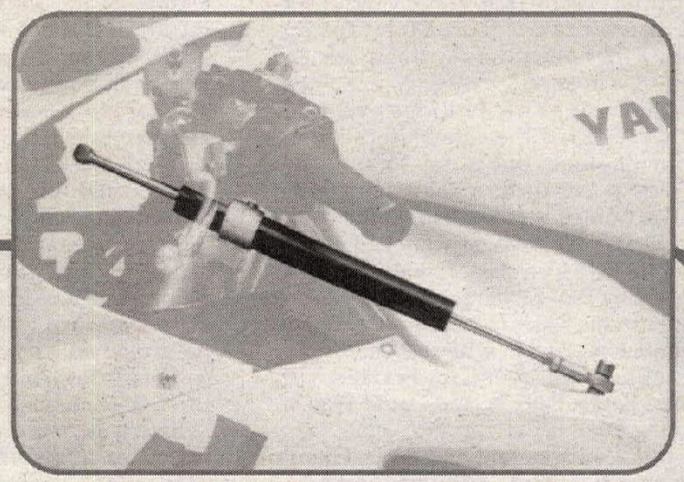
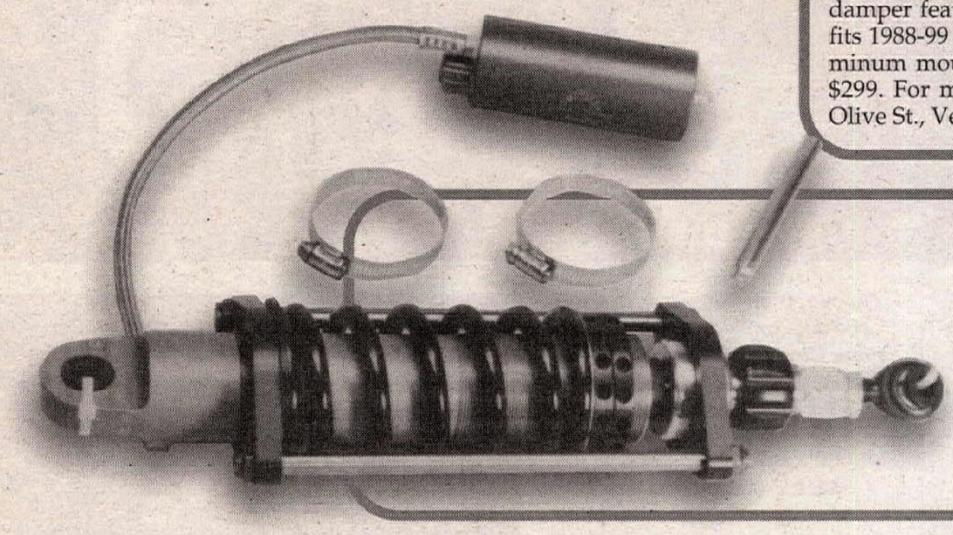
The Alpinestars **SP 3 Glove** is an exceptional entry-level sport-bike riding glove new from the Italian company that is famous for their awesome riding boots. Solid cow-leather construction is soft and comfortable with abrasion-resistant inserts in the palm area for added protection. Ample padding in the fingers and back of the hand adds great value. A long gauntlet with a Velcro closure covers the coat sleeve. The SP 3 is available in three color combinations: Blue/Black, Red/Black and Black/Gray. For sizes and prices, call your local dealer.



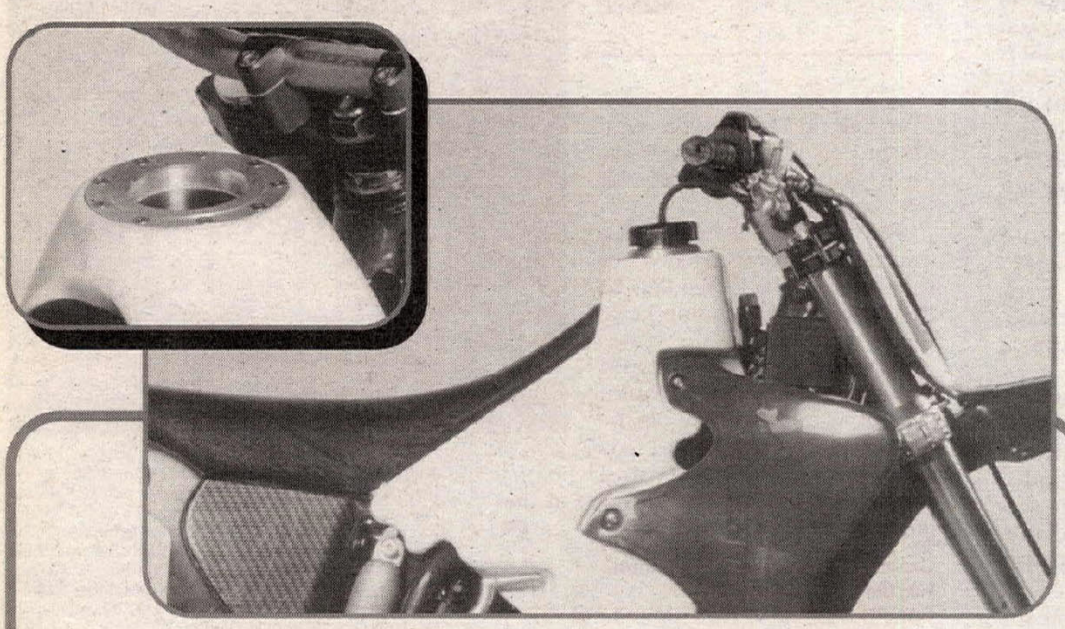
Steer Clear

The latest addition to the Storz Performance line of complete steering damper kits features a newly designed 1999 **Ceriani Steering Damper** unit for Yamaha YZF1000s. The new 16-position adjustable, racing-quality damper features a more progressive range of adjustment with stiffer final settings. The R-1 kit fits 1988-99 models and is supplied with all necessary mounting hardware, including billet-aluminum mounting brackets and detailed installation instructions. The suggested retail price is $299. For more information, call 805/641-9540 or contact Storz Performance Inc., 239 South Olive St., Ventura, CA 93001; www.storzperf.com.



Smooth Ride

Street-ridden sport bikes demand two extremes from their suspensions. Luckily, **Bartels' Performance Products** has just the shock for Buell motorcycles that makes your Buell comfortable and well-handling in all situations. The shock is light-weight (three pounds lighter than stock) and fully tunable. The American-made shock retails for $975. For more info, call 310/578-9888, or contact Bartels' Performance Products, 3237 Carter Ave., Marina Del Rey, CA 90292.

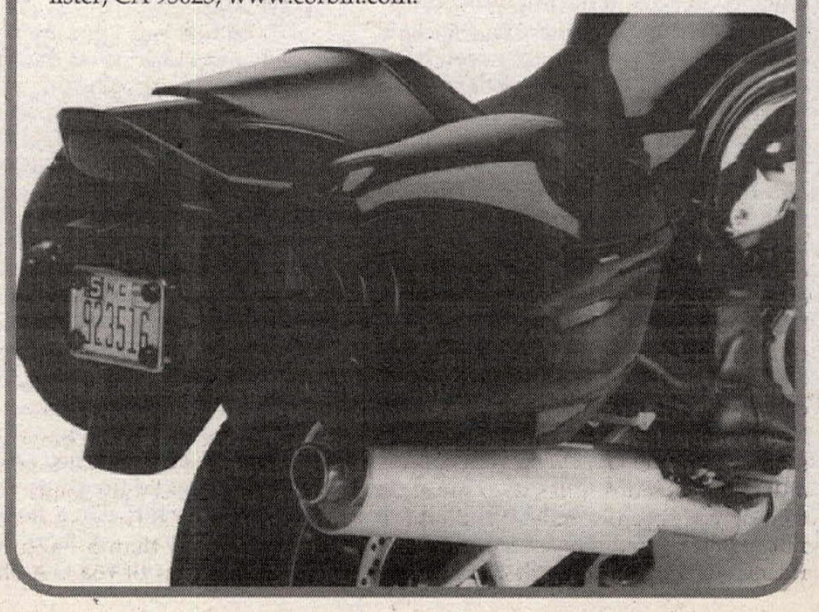


Get Tanked

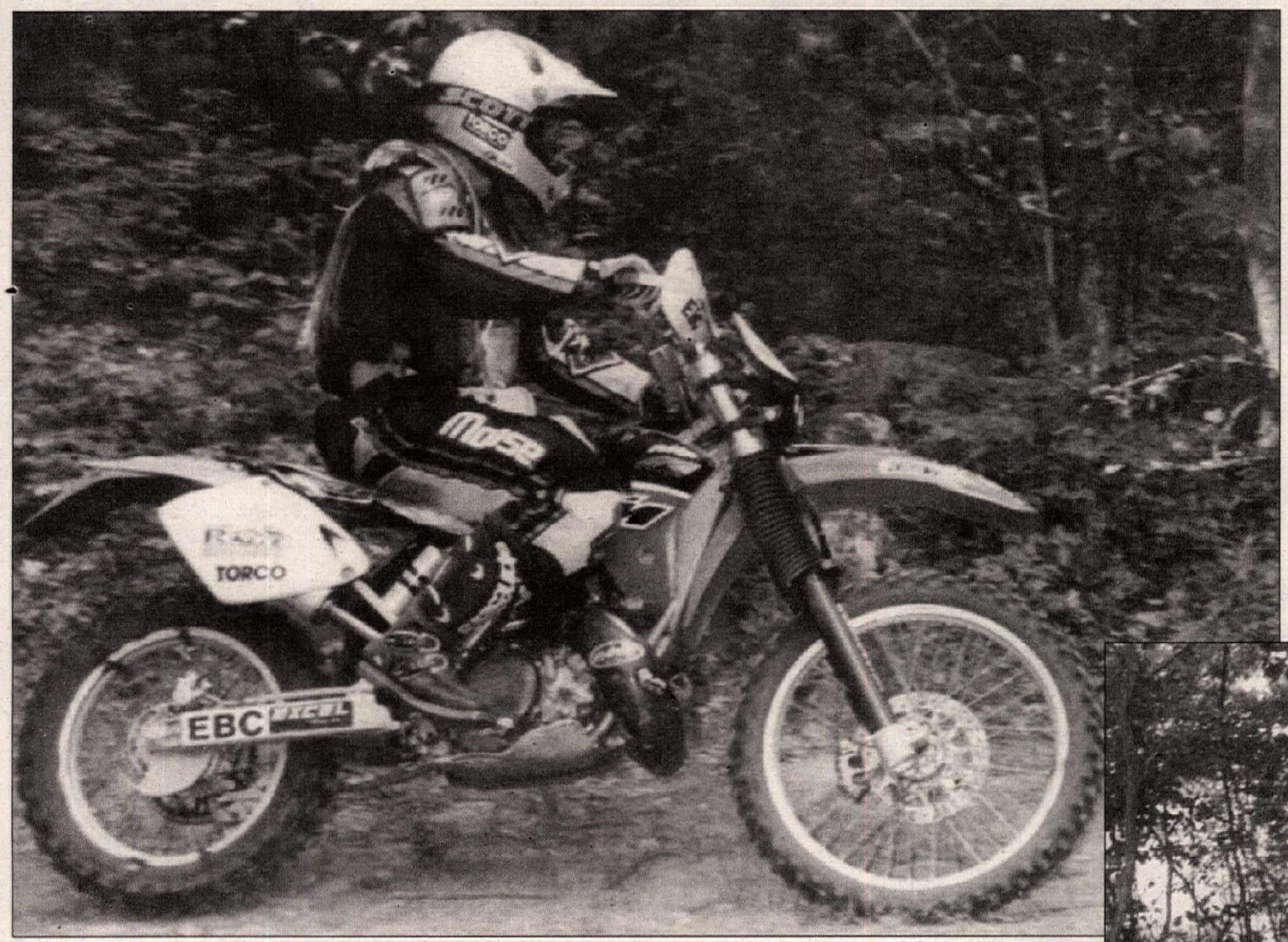
If you own a YZ400 and motocross is not your bag, then the Acerbis **3.2 Fuel Tank** will get you from point A to point B and back again. The larger-capacity tank is the same width as the stock tank at the seat/tank juncture, and the innovative cap design allows you to use the same tank for recreational riding and racing by allowing you to install a dry break receiver to the tank without any modifications. When you are not in need of the dry break system, then simply bolt the billet-machined cap receiver in place. Dual petcocks for maximum range and a choice of blue, white or natural color makes the Acerbis YZ400 3.2-gallon fuel tank a must-have for off-road racers, dual-sport riders or just trail riders. Contact Acerbis USA at 800/659-1400, Dept. CN, 13200 Gregg St. Poway, CA 92064; www.acerbis.com.

Banditmania

Traveling cross country on a Suzuki Bandit can be nearly impossible without saddlebags to store your clothes and other supplies, which is why Corbin designed the new **Beetle Bags** for Bandit 600s and 1200s. These bags offer all the convenience and security of hard saddlebags with the visual benefit of being designed specifically for the Bandits' styling and chassis design. The Beetle Bags are light and have a ton of storage space, and come standard painted to match your stock Bandit paint job for $799. Contact Corbin, Dept. CN, at 800/223-4332 or write to them at 2360 Technology Way, Hollister, CA 95023; www.corbin.com.



Hans on a roll in the rocks



(Above) Hans Neff raced to the overall win at the NETRA-sanctioned Tri-State Enduro in Oxford, Massachusetts. (Right) Jerry Randall battled the rocky Tri-State terrain all day but still came away with A Lightweight honors.

By Joe McLaughlin
Photos by Denise Bernier

OXFORD, MA, JULY 18

On what was certainly the hottest day so far of the NETRA Enduro Series, Hans Neff continued his hot streak as he aced the field once again. The 21-year-old KTM rider from Connecticut set the pace at each and every one of the 13 checks in what would prove to be the most grueling event so far this year. On a day where only 30 percent of the riders finished the event, Neff managed to turn up the heat on his competition and add another win while extending his points lead at the season's midpoint.

Neff's closest competition all season long has been KTM/Razee rider Peter Tanner. The day was not to be Tanner's day, however, as mechanical difficulties sent him home early. Jason Cayer held his own in the heat, taking second overall, first in the AA class. CRE/E-Line's Raffi Peterson earned his career-best NETRA finish with third overall, and A High Point.

About 125 riders turned out to test the near-100-degree temperatures that were in store for the day. Clearly the heat had caused more than a handful of NETRA's enduro regulars to stay home. Those brave enough to take on the heat also had to contend with the difficulty of the course laid out by the Tri-State Trail Riders. Trail bosses Tim Dinge and Jerry Madore made full use of the rocky terrain surrounding the Oxford, Massachusetts, area. The AA and A riders were subjected to nearly 90 ground miles, while the B riders were spared the last 12, and the C riders rode a significantly shorter course.

The day began with a 7-mile trot down the road that led to a 6-mile points-taking section. Neff immediately set the pace with a five-point card, matched only by A Vet rider David Kelley. Tanner, Cayer, Bob White, Peterson, Darrell Szlachetka and Shawn Mason followed with sixes. From there the course crossed the road and entered the longest section of the day, a 14.7-mile section through the Douglas Town Forest.

The long section provided a variety of terrain to challenge the riders, with some tight, rocky trails mixed in with some more easygoing double-track trail to keep things moving along. Again Neff led the way with 11 points lost, followed by Cayer and Tanner with 12 apiece.

The 9-mile section following was more of the same terrain, and more of the same fast-paced riding by Neff. Hans smoked the field with a score of three. Only Szlachetka could come close with a four. The gas stop followed this section and was the day's first rest after nearly 40 ground miles. It was here that many riders decided they could not take the heat. The lake at the start area proved too tempting to many riders tired by the heat and rough conditions.

A known control led the field into the Bug Swamp section. Bug Swamp is the appropriately named section of trail that weaves alongside the lake at the club's start area. These trails are some of the most enjoyable in the area, a bit less rocky and a little faster than the other sections. In this section, Neff really turned up the heat, blasting through with only five points lost to Tanner's and Szlachetka's six points.

The day's first sneaky check-in caught more than a handful of riders after six miles of road. A short section followed, where three points were dropped by Neff, Cayer, Szlachetka and Paul Milliken. Another short road section and a check-in led back to the Douglas Town Forest section, in which only the A and AA riders had to complete.

Neff snagged two burn points coming into the section but made up for it on the other end by dropping only five points to Cayer's six. In the end, Neff's 36-point total was a full 10 minutes ahead of Cayer's 46.

After the event, Neff commented, "I really had to concentrate today in the heat, and just take it one section at a time. My training program is really helping me out, so I never felt too tired today."

Since Neff got to ride up front for most of the day after working his way through the field early on, the dust was not too much of a problem for him, either.

"In the last section, it really was a mind-over-matter deal for most of us to finish," said Neff. "It was a long, hot day."

Shortened courses for the B- and C-class riders produced two career-first High Points. Mark Beaureguard roosted his KTM to a 54-point score, while NETRA's fastest lady, Heidi Landon, showed all the men what it takes to go home with the big trophy in the C class. She rode her Kawasaki to a 42 on the even shorter C loop, and will now find herself competing in the B class after those promotion points get tallied.

The unseasonably hot, dry summer has produced some interesting racing thus far. KTM/Razee/Moose/Torco/Factory Connection/Tech Tube/VP-backed Neff holds a commanding lead with an unofficial 114-point tally so far. Peter Tanner holds a firm grasp on second overall with 72, followed by Milliken, Cayer, Madore, Claxton and White with 62, 62, 59, 54 and 51, respectively. CN

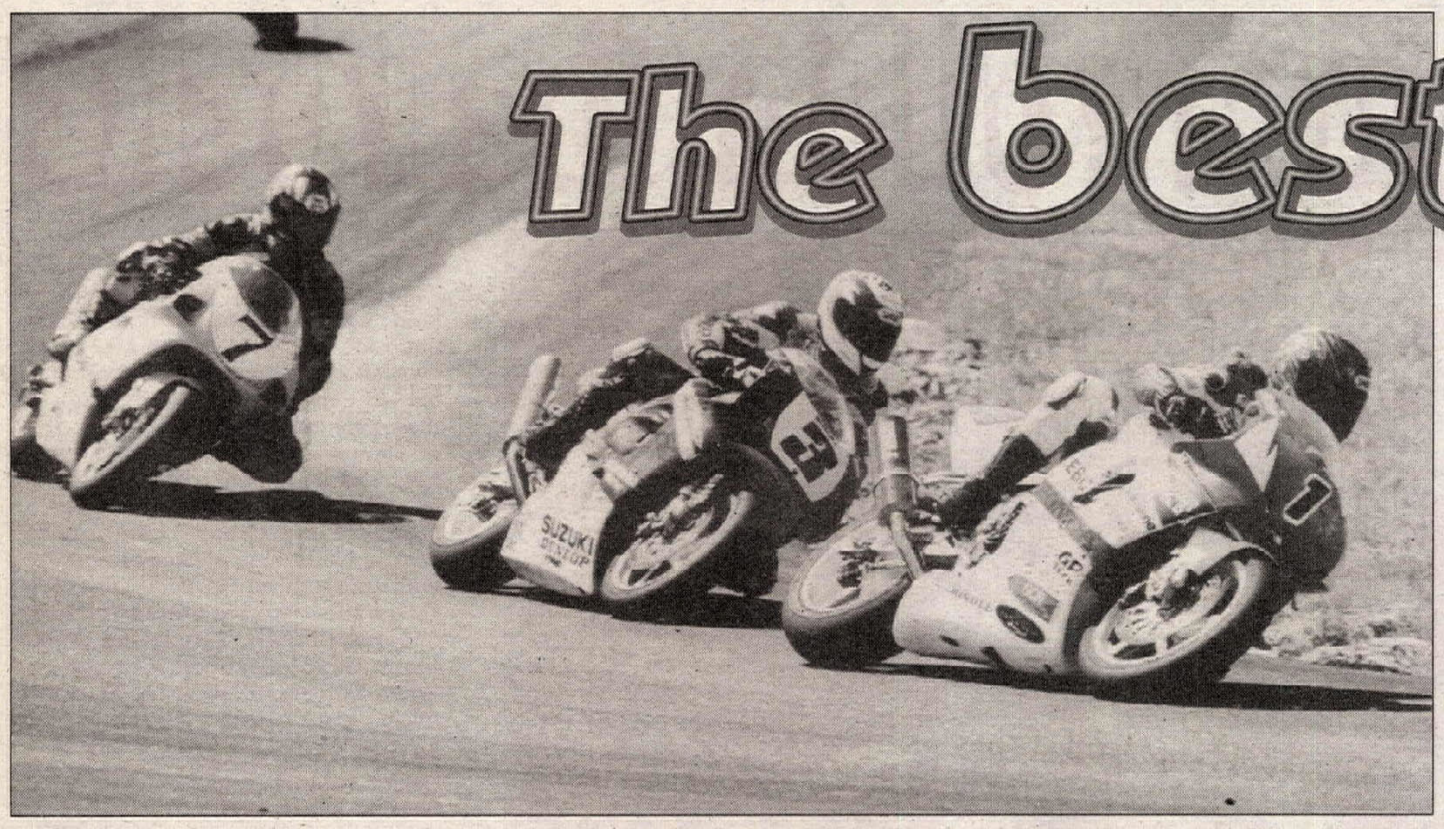
NETRA Tri-State Enduro
Oxford, Massachusetts
Results: July 18, 1999

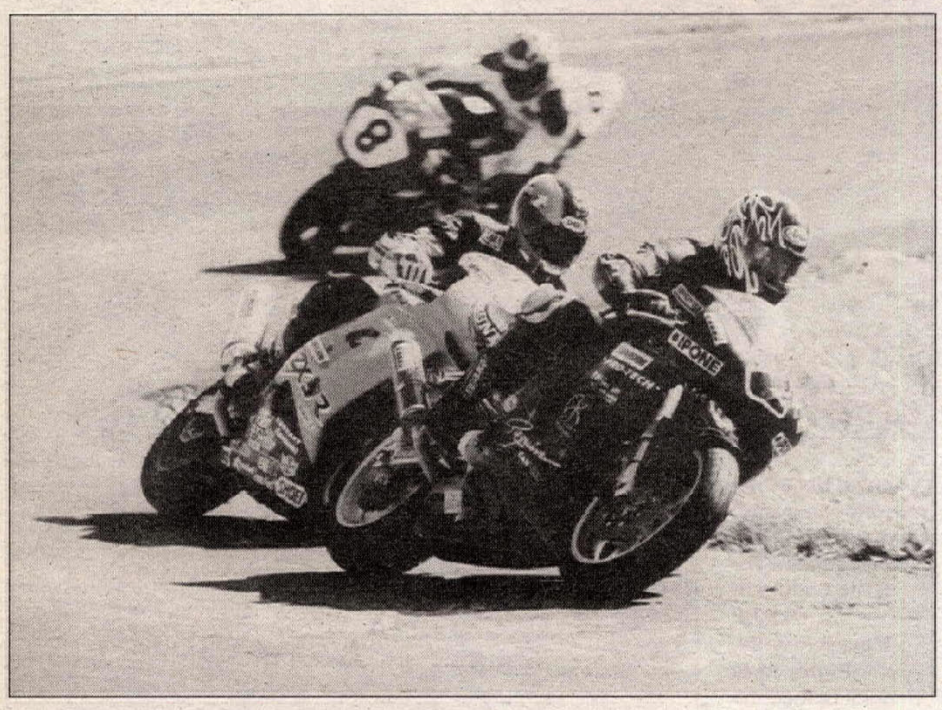
O/A: Hans Neff (KTM).
A O/A: Raffi Peterson (CRE).
B O/A: Mark Beauregard (KTM).
C O/A: Heidi Landon (Kaw).

AA: 1. Jason Cayer (KTM); 2. Bob White (KTM); 3. Peter Tanner (KTM).
A BNTM: 1. Mike Peristere (Yam); 2. Martin Griff (Yam); 3. Darrell Szlachetka (KTM).
A L/W: 1. Paul Milliken (KTM); 2. John Cardozo (KTM); 3. Steve Fastert (Suz).
A H/W: 1. Tony Geraci (KTM); 2. Austin Jalbert (CRE); 3. Bill Sironen (KTM).
A VET: 1. Geoff Wurlitzer (CRE); 2. Ken Held (KTM); David Kelley (Hon).
A SR: 1. Irving Witkop (KTM); 2. Robert White (Hon); 3. Bill Johnson.
B BNTM: 1. Dan Collins (KTM); 2. Robert Bogle (Yam); 3. Mike Kaminski (KTM).
B L/W: 1. Larry Silvia (Kaw); 2. Scott Hoginski (CRE); 3. Erik Dahl (Kaw).
B H/W: 1. Gary Ryan (KTM); 2. Andy Tarlton.
B 4-STRK: 1. John Considine (Yam); 2. Eric Degray (Hon); 3. Rick Sagun (Hon).
B VET: 1. Jeff Cote (KTM); 2. Alan Ross (Hon); 3. Donald Schucht (Suz).
B SR: 1. Peter Anania (Hon); 2. Jeff Grant (Kaw); 3. Gerard Grundmann (Hus).
C BNTM: 1. Paul Lussier (KTM); 2. Jeff Parker (KTM); 3. William Puffer (Hon).
C L/W: 1. Frank Frey (KAW); 2. Jon Walsh (CRE); 3. Bob Holahan (Hon).
C H/W: 1. Steve Tanzella (KTM); 2. Carmen Martone (KTM); 3. Bruce Cloney (KTM).
C 4-STRK: 1. Andrew Wyzykowski (Hon); 2. David Oram (Yam); 3. Ken Hawk (Hon).
C VET: 1. David Gargiulo (KTM); 2. Michael Kearns (KTM); 3. Gene Howe (Suz).
C SR: 1. Jeff Fluckiger (KTM); 2. Bob Drapcho (Kaw); 3. Bob Bendix (Hbg).
S/SR: 1. Keith Goodell (CRE); 2. Gordon Razee (Hon); Dave Mathisen (Hus).
MSTR: 1. Tom Farley (CRE).
WMN: 1. Dawn Silvia (Kaw).

Toyota Canada Superbike Championship, Round 5

The best yet





(Above) At round five of the Toyota Canada Superbike Championship, Jordan Szoke (1) leads Neil Jenkins (3), who crashed soon after, and Jeff Williams (7). Williams placed third and Szoke took the win.
(Left) Early in Open Sport Bike action, Benoit Pilon (2) heads eventual victor Michael Taylor (1) and David Marcella (8).

By John Hopkins
Photos by Colin Fraser

SHUBENACADIE, NS, CANADA, AUG. 8

Runner-up finisher Michael Taylor described it as "probably the best race in Canada I've ever been in," and there were few who would argue with the veteran two-time Canadian Superbike Champion.

Indeed, the fifth round of the Toyota Canada Superbike Championship at Atlantic Motorsport Park was an absolute classic from start to finish. Defending series champion Jordan Szoke claimed his second-straight win aboard the Erion-built Honda CBR900RR after trading the lead with the Kawasaki ZX-7RR of Jeff Williams no fewer than three times on the final lap. Taylor, on a Kawasaki ZX-9R, grabbed second from Williams exiting the last turn and finished just .07 of a second behind Szoke. Williams settled for third.

These three had disputed the lead over the final eight laps of the 18-lap race around the 1.6-mile circuit near Halifax. For the first 10 laps, Taylor and Williams had fought it out for the top spot, trading the lead four times in the opening eight laps.

Each of the top three finishers eclipsed Don Munroe's lap record of 1:09.91 during the course of the race, with Taylor setting the new mark at 1:09.49 on lap seven.

"Yesterday I was whining that it was difficult to pass here," Taylor said with a sheepish grin in Victory Lane. "Today there were passes in corners I've never seen it happen before."

The racing was so good at the front that it was inadvertently allowed to go an extra lap. The race was scheduled for 17 laps, but at the end of the 17th tour, the last-lap flag was displayed. To further complicate matters, Dan Kruger crashed midway through the 18th lap, bringing out a red flag. Since 13 of the 20 finishers had already taken the checkered flag before the red was displayed, the results were declared official after 18 laps.

Although Szoke was the leader at the end of both the 17th and 18th laps, Williams had been second after the 17th, but third when the race officially ended.

"We did that extra lap and I got caught out," said the frustrated Kawasaki rider. "I was ready for the checkered flag (at the end of lap 17) and when I didn't see it, I got confused."

When the Dunlop starting lights switched to green, Williams got the holeshot, with Taylor in second, and these two made an early break from the pack. Taylor took the lead at the end of the second lap, but Williams was back in front on lap four, and Taylor grabbed it again on lap five. The Toronto rider stayed in front for three laps before Williams got by again on lap eight.

"I was impressed by his pace," said Taylor of the scrap with Williams. "I was surprised to see him come through. I assumed it would be Francis (Martin) or Jordan."

On two occasions, the Kawasaki riders actually made contact. Exiting turn two, Williams got sideways and Taylor gave him a nudge. Then, on lap 11, he hit Williams' rear tire through the back-straight Rollercoaster. The second incident allowed Szoke to join the scrap.

Szoke got ahead of Taylor on lap 12 and then took the lead from Williams a lap later. He stayed in front for two laps before Williams regained the top spot.

"Once I got into the lead I tried to slow the pace down, but he (Williams) came back by me," Szoke said.

Williams led laps 15 and 16. Then, as the leaders completed lap 17, Szoke pulled alongside the Kawasaki and took the lead on the front straight. Williams fought back and regained the lead in turn four, but Szoke got back alongside on the back straight and completed an outside pass in turn eight.

"I really wanted to pass on the outside line," Szoke explained. "It wasn't as bumpy through there."

Szoke held the lead through the turn-nine carousel and the turn-10 right-handed sweeper. On the uphill turn-11 left-hander, Williams tried to mount an attack, but instead got out of shape and had Taylor sneak alongside. The ZX-9R won the race to the finish to claim the runner-up spot.

"I think he tried too hard in the last corner and I had a bit more horsepower on the straight," Taylor said.

Although very much a part of the lead scrap, Taylor had spent the last six laps in third place. A morning practice crash had damaged the front-brake lever on his Kawasaki and he had been forced to borrow a replacement from Szoke's team.

"I had a lot of problems with my hand pumping up. I got a little bit tired," Taylor explained. "The new lever became hard to reach for. Especially in turn two, I was losing my grip on it."

Superbike points leader Martin had injured his ankle in a fall in the Yoshimura 600 Sport Bike feature earlier in the day. The Sherbrooke, Quebec, rider completed the opening lap in third, but then suffered a near high-side in turn four on lap two and was passed by Szoke. From there he elected to play it safe, and he settled for a fourth-place finish, maintaining his series points lead. He left AMP with 229 points to the 212 of Taylor. Williams is third with 195 points and Szoke is fourth on 185.

Frank Trombino, still racing with a broken scaphoid but wearing a new cast, enjoyed his best run of the year and took fifth on his ZX-7RR.

Sport Bike action got off to a distressing start at AMP when 16-year-old Kevin Lacombe crashed heavily while leading Saturday's International Motorcycle Supershow Open Sport Bike qualifier. Lacombe lost control of his Honda CBR600F4 entering turn three on the second lap and flew off the track, the bike hitting him in the head in the process.

The Granby, Quebec, native received prompt trackside medical assistance and was airlifted to a Halifax hospital with head injuries, a broken pelvis and a dislocated shoulder. Lacombe remained in a light coma Saturday night, but was awake and alert Sunday. He had surgery on his pelvis that afternoon and was expected to make a full recovery from his injuries.

Taylor won the Open Sport Bike feature, scoring his first victory of the season, and closed to within two points of series leader Beloit Pilon, who placed second.

"It was a very, very enjoyable ride," said Taylor, who was at his healthiest this weekend after spending most of the summer recovering from assorted leg injuries. "I finally started using my legs to steer again. We did a lot of work this week on the suspension and engine, and it obviously went very well."

Linnley Clarke came close to clinching the Yoshimura 600 Sport Bike title with his third win in a row aboard the Yamaha YZF-R6. The Barrie, Ontario, native took the lead from Jean-Francois Cyr in turn four on the opening lap and was not headed the rest of the way.

Owen Weichel, riding with a broken finger and broken rib sustained in a Friday practice crash, took second on his Honda CBR600F4, just .78 of a second behind Clarke. **CN**

Atlantic Motorsport Park
Shubenacadie, Nova Scotia, Canada
Results: August 8, 1999 (Round 5 of 7)

S/BK: 1. Jordan Szoke (Hon); 2. Michael Taylor (Kaw); 3. Jeff Williams (Kaw); 4. Francis Martin (Kaw); 5. Frank Trombino (Kaw); 6. Benoit Pilon (Yam); 7. Kevin Graham (Yam); 8. Frank Wilson (Suz); 9. Dave Marcella (Yam); 10. Michael Lavallee (Suz); 11. John Sharrard (Yam); 12. Martin Hamel (Kaw); 13. Francois Dumas (Kaw); 14. Andrew Dunlap (Kaw); 15. Tim Samson (Hon).

TOYOTA CANADA SUPERBIKE C'SHIP POINT STANDINGS (After 5 of 7 rounds): 1. Francis Martin (229); 2. Michael Taylor (212); 3. Jeff Williams (195); 4. Jordan Szoke (185); 5. Benoit Pilon (151); 6. Frank Trombino (129); 7. Neil Jenkins (127); 8. Frank Wilson (117); 9. Kevin Graham (88); 10. John Sharrard (87); 11. Martin Gaudreault (74); 12. Dave Marcella (63); 13. Jean-Francois Cyr (47); 14. Philippe Cantin (45); 15. Francois Dumas (41).

Garrahan leads the pack at the Mule Kicker

By Frank Leivan
File photo by Merle Acord

KAHOKA, MO, JULY 18

Coming into round seven of the National Championship Hare Scrambles Series, Brian Garrahan desperately needed a win to keep his title hopes alive. At the end of the hot and dusty event, Garrahan had dug in and done just that, coming out on top of what turned into a three-rider battle late in the race.

Behind Garrahan came Steve Leivan, who worked his way up from a slow start to run down the lead pack and finish with his best-ever national result. Defending series champion Doug Blackwell completed the podium after running at the front all day before going down on the final lap while leading. Blackwell recovered to claim third.

Promoter Mike Burkhart of Midwest Motosport laid out a 10.5-mile course on his farm in northeast Missouri. The trail snaked through wooded trails, across ravines, made dashes across open fields, and circulated around a well-groomed motocross track. The 258 riders also had to contend with dust and temperatures near 100 degrees.

The event, which also served as round eight of the Missouri Hare Scrambles Championship, saw the top riders complete five laps in just over 2 1/2 hours. Leading lap times were just over 30 minutes, and Garrahan's winning speed average was 20 mph.

After an open-field start and a short section of the motocross track, the riders entered the woods, led by Pat Garrahan, Scott Plessinger (who was back in the saddle for the first time since April), Brian Garrahan, Steve McSwain and Blackwell. Leivan entered the woods in 12th.

By the end of lap one, Brian Garrahan had taken the lead at the front of a freight train of six riders who had distanced themselves from the rest of the 23-rider AA class. McSwain followed in second. Pat Garrahan was third, Blackwell fourth, and Leivan had moved all the way to fifth, just ahead of Plessinger.

Early on the second lap, McSwain took over the lead on his Kawasaki and led briefly before dropping off the pace and ultimately out of the race. Plessinger also had problems on the second circuit and dropped out. Another casualty of lap two was the older Garrahan, Pat, who was suffering from a suspected case of food poisoning. Although Pat lost touch with the lead pack, he soldiered on to finish eighth overall.

Brian Garrahan completed the second lap with six seconds on Blackwell, while Leivan followed another 10 ticks back. The third lap was more of the same, with the lead trio putting time on the rest of the pack. Both Garrahan and Blackwell stopped for fuel at the completion of lap three, separated by eight seconds this time through. Leivan chose to continue on without fuel, closing the gap on second-placed Blackwell to just a few seconds.

On the fourth lap, things started to get interesting. Garrahan encountered a group of lapped riders and had a tough time getting through them. Blackwell quickly reeled in the leader, and at the same time, Leivan reeled in both of them. Blackwell was able to move past Garrahan during the ordeal and, for a few hundred yards, the leaders were tire to tire, bumping into each other in a few turns.

"It was cool - late in the race and three of us all bangin' bars and dicing for the lead," said Garrahan.

Leivan was a bit surprised to be part of it all.

"I was usually a few seconds back from Brian and Doug," he said, "so when I saw that I had caught them that late in the race, I started to get a little nervous. I just didn't want to make a mistake and lose them."

Blackwell maintained the lead going into what was to be the final lap, although none of the leaders were really sure that this would in fact be the last time around. Garrahan was right on Blackwell's rear fender, with Leivan's booming four-stroke just a few seconds further back. Since there was no white flag thrown, there was some confusion.

"I didn't know if it was the last lap or not, so I was kind of pacing myself, waiting for the end," Blackwell stated.

Leivan stopped for a splash of gas since he, too, thought there might be two more laps.

"I thought I could make it five laps on gas," Leivan said, "but when I didn't see a white flag, I decided to stop."

Just a few miles into lap five, Blackwell went down hard in a "tabletop" section in the woods. Garrahan saw the whole thing and knew that this was his opportunity to make a break.

"Doug kind of overjumped and lost the front end," Garrahan said. "He ate it pretty hard, and I thought, 'It's time to go.'"

"I got up pretty quick," Blackwell said, "but my bike was twisted and it felt all wrong. I didn't know if it was me or the bike, and when I was straightening the front end out, Steve got by, too."

Leivan didn't really realize that he had just moved into second.

"I saw him bangin' the front end on a tree, but I didn't know if it was Doug," Leivan said. "We hit the motocross track right after that and I only saw Brian. Then my pit crew was going nuts and let me know I was in second."

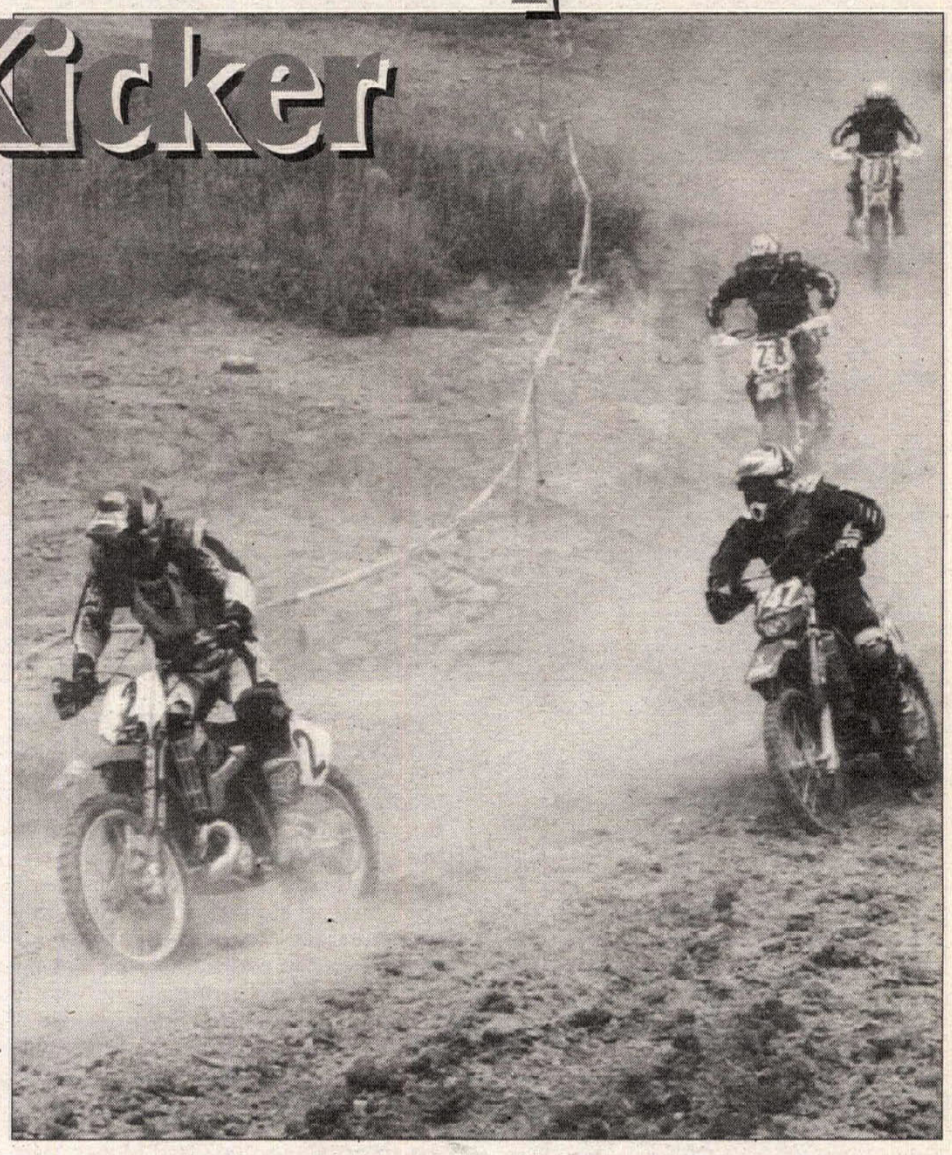
When Blackwell entered the motocross section a bit dazed, his crew doused him with water and informed him that there was only half a lap left.

"Up until then, I wasn't in total-panic mode," said Blackwell. "When they told me, 'This is it,' I gave it all I had left."

Garrahan kept it all together for the last few miles and claimed his second win of the series. The Maxxis/KTM/Fox/WER-backed winner had come through when the pressure was on.

"Coming into the race," Garrahan said, "I knew I had to beat Doug to have a chance at winning the championship. I gave it all I had and things worked out great at the end for me. The track was fun and let us all go at it near the end. Me and my brother have been on a five-week road trip, so this is a good way to end."

Leivan also held tough the last lap and followed Garrahan in by 24 seconds to claim a career-best second overall.



Brian Garrahan (2) rode to victory at the Mule Kicker Hare Scrambles in Kahoka, Missouri.

"I decided that I was going to ride as hard as I could for as long as I could, after the bad start," Leivan said. "I started getting past guys one by one and I felt good, so I kept pushing. After I moved into second, I just tried to keep it on two wheels and not let Doug get too close."

The Answer/Dunlop/Scott-backed Leivan's runner-up finish also helped extend his points lead in the Missouri series.

Blackwell came in 24 seconds behind Leivan. Scott McLaughlin brought his YZ250 back from a bad first lap to claim fourth overall. Team Green Kawasaki rider Chris Thiele went down three times on lap one, including a spill that put him at the rear of the pack, but he recovered well to round out the top five. CN

Mule Kicker Hare Scrambles
Kahoka, Missouri
Results: July 18, 1999 (Round 7)

O/A: 1. Brian Garrahan (KTM); 2. Steve Leivan (Yam); 3. Doug Blackwell (Yam); 4. Scott McLaughlin (Yam); 5. Chris Thiele (Kaw); 6. Brandon Forrester (Yam); 7. Gary Hendricks (Kaw); 8. Pat Garrahan (KTM); 9. Mike Windmann (KTM); 10. Dwight Maggard (Yam); 11. Andy Shea (Suz); 12. Erik Kohler (Yam); 13. Lee Lankutis (KTM); 14. Craig Wesner (Kaw); 15. Lonnie Ross (Yam); 16. Jeff Lappe (KTM); 17. Rod Kreiss (Kaw); 18. Tanner England (Yam); 19. Wesley Donalson (Hon); 20. Dave Edsall (Hus).

AA: 1. Steve Leivan (Yam); 2. Doug Blackwell (Yam); 3. Scott McLaughlin (Yam); 4. Chris Thiele (Kaw); 5. Brandon Forrester (Yam).

125 A: 1. Jeff Lappe (KTM); 2. Terry Orr (Hus); 3. Brad Daveron (Kaw); 4. Nathan Looney (Yam); 5. John Struckhoff (Suz).

200 A: 1. Rod Kreiss (Kaw); 2. Alex Lohf (Hon); 3. Daniel Janus (Yam); 4. Mike Farnum (Yam); 5. Adam Wright (Suz).

250 A: 1. Gary Hendricks (Kaw); 2. Andy Shea (Suz); 3. Craig Wesner (Kaw); 4. Wesley Donalson (Hon); 5. Dave Edsall (Hus).

OPEN A: 1. Troy Smith (KTM); 2. Vince Police (KTM); 3. Chris Sloan (Yam); 4. Kurt Mirtsching (Hon); 5. Scott McBurning.

4-STRK A: 1. Nick Crawford (Yam); 2. Jason Merill (Yam); 3. Doug Duncan (Kaw); 4. Chris Caplinger (Yam); 5. David Wilfong (Yam).

VET A: 1. Tim Baker (KTM); 2. Gary Barber (KTM); 3. Rick Kinkelaar (Yam); 4. Kreg Simons (Yam); 5. Rick Matteson (Yam).

SR A: 1. Charles Thiele (Kaw); 2. Tad Bonham (Hon); 3. Brad Barnett (Yam); 4. Brad Melick (Kaw); 5. Bill Gold (Yam).

S/SR A: 1. Everett Shinault (Hon); 2. Eric Hansen (Hon); 3. Ronald Lees (KTM); 4. Lee Glen (Hon); 5. Ted Kilvington (ATK).

125 B: 1. Adam McKillip (Hon); 2. Jason Dill (Kaw); 3. Joel Shawn (Hus); 4. Dustin Stambaugh (Yam); 5. Todd Reed (Yam).

200 B: 1. Robert Fouts (Hon); 2. Shawn Sander; 3. Robert Armon (Kaw); 4. Steve Crews (Kaw); 5. Richard Bruce (Kaw).

250 B: 1. Matt Weis (Yam); 2. Robert Heinzerling (KTM); 3. Brandon Vaughn (Kaw); 4. John Banes (Kaw); 5. Kevin Leetham.

OPEN B: 1. Duane Rambo (Hon); 2. Patrick Moro (Hon); 3. Regon Rhodes (Hus); 4. John Stichnoth (KTM); 5. Michael Friedline (Hon).

4-STRK B: 1. Gary Pilant (Hon); 2. Joseph Armon (Hon); 3. Cornell Porter (Hon); 4. John Acton (Hon); 5. Chad Owen (Hon).

VET B: 1. Mike Jenkins (Kaw); 2. Keith Griffin (Kaw); 3. Chris Hutson (KTM); 4. Mike Lineback (KTM); 5. Richard Johnson (Hon).

SR B: 1. Andy Nored (Kaw); 2. Michael Banahan (Hon); 3. Phillip Warlow (Kaw); 4. Paul Daman (Kaw); 5. Jimmy Jones (Kaw).

S/SR B: 1. David Sanders (Kaw); 2. Gerald Frericks (KTM); 3. Allan Aubrecht (KTM); 4. Jim Pursley (Yam); 5. Rick Whelove (KTM).

125 C: 1. Ben Burton (Suz); 2. Jon Jeffers (Suz); 3. Nick Wapplehorst (Yam); 4. David Enloe (Yam); 5. Michael Janssen (Suz).

200 C: 1. Roger Busby (Kaw); 2. Mike Dunn (Kaw); 3. Dennis Matosich (Kaw); 4. Fred Strobe (Yam); 5. Cory Frericks (Kaw).

250 C: 1. Shawn Cremer (Kaw); 2. Michael Hamilton (Yam); 3. Dan Halbeck (Kaw); 4. Jake Johnson (Yam); 5. Junior Jones (Hon).

OPEN C: 1. Mitch Tracy (Kaw).

VET C: 1. Larry Barger (Kaw); 2. Matt Yates (Kaw); 3. Todd Dalecky (Hon); 4. Mike Hawbaker (Yam); 5. David Whitalar.

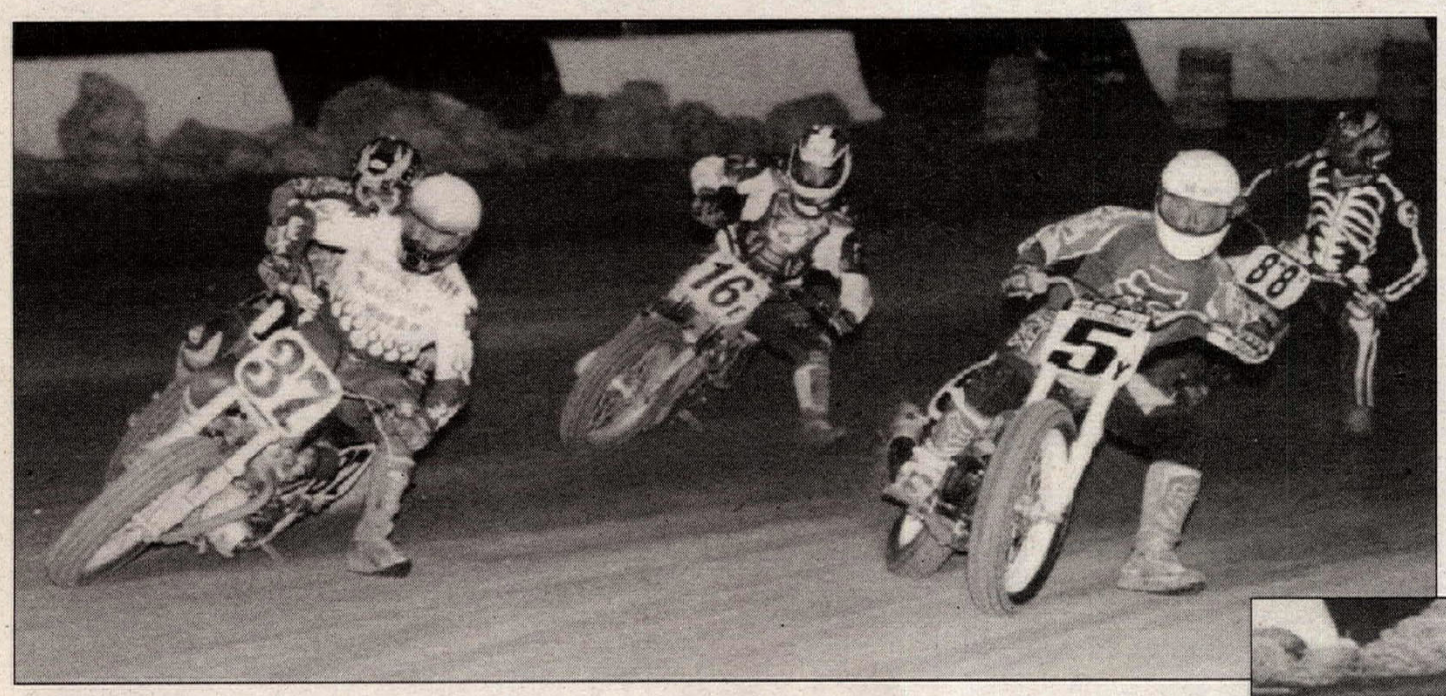
4-STRK C: 1. Joe Rodgers (Yam); 2. Justin White (Hon).

WMN: 1. Michele Eidam (KTM); 2. Amanda Lappe (Kaw); 3. Sherri Declue (Kaw); 4. Rebecca Jackson (Kaw); 5. Kellie Crawford (Hon).

TR: 1. Kevin Coltrain (Hon); 2. Eric Rakey (Yam); 3. Barry Harris (KTM); 4. David Leesman (Kaw); 5. Jim McClure.

Temecula Short Track

Johnson & Johnson swab two at Temecula



By Fred Windum
Photos by Stan Hansen

TEMECULA, CA, JULY 24

Jeff Johnson doubled up on wins at the San Diego Flat Track Association's monthly races at Temecula Speedway's quarter-mile oval Saturday night. It was the first race under the new lights, and the track was smooth as a pool table. A record turnout of riders made for a great night of racing.

Randy Bereman's Wood-Rotax led the Open Pros at the start of the night's money race, with Johnson, Travis Petton, Richard Pollock and John Dupree close behind. Bereman and Johnson began to build up a lead over Petton, while Pollock and Dupree fought to decide fourth. Dupree came into turn three hot, trying to make the pass on Pollock, lost the rear and low-sided out of the top five. He rejoined the race in the back. Johnson soon took the lead on his 650 Triumph at the east end of the track, slipping past in one and two. Pollock pulled up on Petton, running up the inside and hoping for a mistake that never came. Jim Steet pulled into fifth, hounded by Steve Furman and Steve Miller. Miller made it past Furman, taking Perry Proiette with him. Johnson skidded around up front to take the win over Bereman, followed by Petton, Pollock, Steet, Miller and Proiette.

Joe Steffen left the line with the lead in the 250cc Vintage class, followed by Bultaco rider Manny Crummett, Don Frauenberger and Chuck Claydon. Crummett moved in closer to the leader coming around turn four as Frauenberger squared off the corner to get a big drive and close up the top three. Steffen continued to click off laps, while Frauenberger went into turn three wide and outside of Crummet, making a hard left at the apex to speed underneath the Bultaco rider on the front straight and take second. Frauenberger tried the same on Steffen, but Steffen held a fast, consistent line all the way around the oval. Frauenberger's high-and-square line through three and four closed the gap on the leader, but one and two had begun to dry out and get slippery, letting Steffen open the gap back up by hugging the pole, a line Frauenberger soon began to imitate. Crummett held third, ahead of Claydon, with Bruce Reynolds joining the top five. At the white flag, Steffen still had the lead, but Frauenberger gave the high line one last try through three and four. This time Steffen got on the gas a bit too hard or a bit too early, and the bike pitched sideways in four and lost traction coming onto the front straight. Frauenberger was hard on the gas with his bike upright and was hooking up in a drag race to the line. Steffen's mishap slowed him enough that Frauenberger caught and passed him, leading by the width of a wheel at the checkered flag. Crummett held on to third, with Claydon and Reynolds in tow.

Ron Wood got the jump in the Amateur 250 race, but the green flag hadn't gone up yet. On the second try, Scott Myers and James Wood hit turn one together, followed by Chad Morse, Mark Prescott and Ron Wood, already up to fifth from the penalty line. Ron Wood worked past Prescott and was soon on Morse's back wheel and running low, hoping for a mistake. Ron Wood held that low line out of four and down the front straight to take the third spot going into one, but Morse kept the gas on longer and drove around the outside to take the position back. Myers continued to lead James Wood up front as the checkered flag waved, with Morse keeping Ron Wood in fourth and Prescott in fifth.

The Youth class continues to grow, both in size and enthusiasm. Alex Wood led the field on a trick C&J Honda 80, followed by Tommy Deuchars and Ricky Briggs. On the first lap, Briggs was joined by James Wood II and James Foster, the trio running side by side in a race for third. Alex Wood continued out front, while Deuchars salvaged a big tank-slapper in turn four, never letting off the gas. James Wood and Briggs began to pull away from Foster, still racing side by side. Alex Wood took the win with a big lead over Deuchars, while Briggs took a solid third ahead of James Wood and Robert Gutierrez. Foster, Wily Briggs, Tyler Bereman and Trevor Farrand followed.

Keith Bradford took an early lead in the all-Yamaha Bomber class. Joe Steffen was right behind him, taking the lead briefly through turns three and four. Bradford's TT500-powered machine motored away from Steffen's 360, and Rex Hailey, James Steet, George Fox and Paul Colston fell in behind the leaders. Bradford's bike tried to spin him off in turn four, letting Steffen once again into the lead. Then Steffen's bike slowed drastically on the front straight, letting not only Bradford past, but also Hailey and Steet, while Colston found a way around Fox for fourth. Colston held the gas on in three and four, taking a high line to pull around Steet at the stripe and the white flag, but Steet kept steady on the low line through turn one to regain third. Bradford continued out front with the win - on his birthday - and Hailey was second. Steet held off Colston for third. Fox took fifth, ahead of a recovered Steffen.

Dinosaurs combined with the brakeless vintage bikes for a truly classic race. Mearl Barnett jumped into the lead on the Mello Yello Velocette, followed by Jim McMurren's Harley Sprint, Gordon Menzie on a Royal Enfield, and David Brown, riding an early BSA Gold Star. Eddie Castro, on the Dodge Brothers' Indian Scout, made quick work of both Brown and Menzie, pitching the big twin into the cushion around the outside of the turns. Clark Edgington and Matt Campbell, on a pair of Triumph 500 twins, fell in behind Menzie and Brown. Both Edgington and Brown were soon sidelined by engine gremlins, giving Cecil Oswald (on a twin of McMurren's Sprint) a shot at Campbell. Castro ran high, trying to get around McMurren, while McMurren ran the middle line, trying to find a way around Barnett. McMurren was diving into the corners, scrubbing off speed, pushing the front wheel on the outside line, but the little 250 couldn't quite get the speed to make an outside pass and he soon switched to the low line to try for the lead again. Castro and Menzie were comfortably settled in third and fourth, but Oswald wasn't giving up on trying to make the pass for fifth, slipping inside Campbell in turns one and two on the last lap. Barnett continued to hold off McMurren at the finish, trailed by Castro and Menzie. Campbell outpowered Oswald on the back stretch and went home with fifth.

Eddie Mulder romped to the win in the Senior class, riding a Harley XR750 while his trusty Triumph was in the shop to have the rocks and gravel removed from his Pikes Peak acrobatics. Dennis Voll charged to the runner-up spot, ahead of Bill Silverthorn, Roca LaForme and Dick Fox. Marshal Jennings was the top Super Senior on a borrowed Wood-Rotax, ahead of Sam Grey, Doug Douglas and Ron Gould.

Johnson's second win of the night came in the Vintage 750cc race, besting Sal Peluso, Maurice Ortega and Chris Apple, all riding Triumph twins, while the Yamahas of Chuck Claydon and Steve Miller held off Steve Hensley's Trackmaster BSA.

(Above) Jeff Johnson (37) did a double take at the Temecula Short Track event, winning the Sportsman Vintage 750 and Open Pro classes. (Right) Eddie Mulder borrowed a Harley and rode it to the Senior Over 50 victory.

Elliott Iverson took another win in Open Amateur over Brandon Kent, both on Wood-Rotax rides, after Bill Silverthorn low-sided out of contention. Chad Morse, Rob Reed and Scott Rousseau filled out the top five.

John Dupree made up for his Pro-class gaffe with a win in the Vets race, this time defeating Richard Pollock, while Dennis Briggs, Don Frauenberger and Jim Steet watched from behind. CN

Temecula Short Track
Temecula, Califonia
Results: July 24, 1999

VINT 250: 1. Don Frauenberger (Yam); 2. Joe Steffen (Yam); 3. Manny Crummet (Bul); 4. Chuck Claydon (Yam); 5. Bruce Reynolds (Bul).

AM 250: 1. Scott Myers (Hon); 2. James Wood (Hon); 3. Chad Morse (Hon); 4. Ron Wood (Hon); 5. Mark Prescott (Hon).

NOV 250: 1. Craig Wood (Yam); 2. Larry Price (Bul); 3. Chuck McConnell (Bul); 4. Jeff Steffen (Yam); 5. Matt Fisher (Hon).

YTH 80-125: 1. Alex Wood (Hon); 2. Tommy Deuchars (Suz); 3. Ricky Briggs (Hon); 4. James Wood II (Hon); 5. Robert Gutierrez (KTM).

BMBR: 1. Keith Bradford (Yam); 2. Rex Hailey (Yam); 3. James Steet (Yam); 4. Paul Colston (Yam); 5. George Fox (Yam).

CLSC VINT: 1. Mearl Barnett (Vel); 2. Jim McMurren (H-D); 3. Eddie Castro (Ind); 4. Gordon Menzie (R-E); 5. Matt Campbell (Tri).

SR 50+: 1. Eddie Mulder (H-D); 2. Dennis Voll (W-R); 3. Bill Silverthorn (Yam); 4. Roca LaForme (W-R); 5. Dick Fox (Yam).

S/SR 60+: 1. Marshall Jennings (W-R); 2. Sam Grey (Hon); 3. Doug Douglas (ATK); 4. Ron Gould (BSA).

OPEN PRO: 1. Jeff Johnson (Tri); 2. Randy Bereman (W-R); 3. Travis Petton (W-R); 4. Richard Pollock (Yam); 5. James Steet (Yam).

AM 400: 1. Maurice Ortega (Bul); 2. Don Frauenberger (Yam); 3. Sal Peluso (Hus); 4. Bruce Reynolds (Bul); 5. Scott Myers (Hon).

NOV OPEN: 1. Randy Snodgrass (Hon); 2. Randy Douglas (ATK); 3. Charles Claydon (Yam); 4. Douglas Lupo (Yam); 5. Ray Hensley (BSA).

AM OPEN: 1. Elliott Iverson (W-R); 2. Brandon Kent (W-R); 3. Chad Morse (Kaw); 4. Robert Reed (W-R); 5. Scott Rousseau (Yam).

SPTSMN VINT 750: 1. Jeff Johnson (Tri); 2. Sal Peluso (Tri); 3. Maurice Ortega (Tri); 4. Chris Apple (Tri); 5. Chuck Claydon (Yam).

VET 35+: 1. John Dupree (W-R); 2. Richard Pollock (Yam); 3. Dennis Briggs (Yam); 4. Don Frauenberger (Yam); 5. James Steet (Yam).

(Left) Doug Chiapuzio raced to the overall win at the Rovers Boner Run Hare Scrambles in Red Mountain, California. (Right) Casey Higgins (290) makes the pass on Jason Tublewicz (94) for second place in the first 250cc A moto at Hurricane Hills MX in Clifford, Pennsylvania.

District 37 Desert Racing Series, Round 21

Chiapuzio on a roll

By Shawn Drouin
Photo by Photos by Grumpy

RED MOUNTAIN, CA, JULY 25

The annual Rovers Boner Run took place in Red Mountain on a clear Sunday morning. The hare scrambles-style event started in a three-row-start fashion with a 2-mile-long bomb run that followed.

Team Green/IMS/Acerbis/Pro Circuit/Alpinestars/Answer-backed Doug Chiapuzio was not first at the end of the bomb run, but he was first at the finish, where it really counts.

"I got a good start and was third at the end of the bomb," said KX500-mounted Chiapuzio. "There was a combination of some tight and technical terrain with some fast and wide-open areas. They dropped the banner a little earlier than I anticipated. Usually they wait at least one minute before they drop the banner. There was a lot of whoops and choppy stuff in the Spangler Hills but, other than that, it was a pretty good course."

It was no surprise that Vet racer Abe Baumann was the first man to the end of the bomb run. Baumann has made a name for himself in the desert for his stellar starts.

"I got an excellent start and got the line I wanted," said Baumann, who also rides a KX500. "I was first to the bomb and led the whole first lap and about half of the second lap. Unfortunately, I lost the lead due to some minor mistakes I made during the race."

Baumann's minor mistakes let Chiapuzio move into the lead.

"I was third for about 10 miles into the race and then moved up into second place," said Chiapuzio. "I stayed in second about a lap and a half, behind Abe Baumann. Finally, about 15 miles from the finish, I caught Baumann, who was running first at the time. During the race, I dropped my bike on a downhill. It was just a stupid fall-over. The dust was somewhat of a problem. But after I was out of the dust, I had a lot more fun. Overall, the temperature was nice and, for the most part, the ride was good."

Baumann's problems did not end with Chiapuzio's pass. KX250 rider Steve Hengeveld also worked his way past the one-time race leader.

"I got a little bit warm and tired, fell over in the rocks and my bike stalled-that's how Chiapuzio got in front of me," explained Rocket Rex Racing/John Burr Cycles/Smith/VRP-supported Baumann. "Then I picked up my bike and was following him in his dust through a big, long and fast sand wash. Since I couldn't get on top of his dust, I thought it was better to back off and get my composure so that I could take back over the lead. The trail led us into deep, hard-packed whoops. I was tired and backed off the throttle and that's when Hengeveld passed me, making me third overall."

Baumann's efforts also netted him yet another Vet Open Expert-class win. Hengeveld's efforts gained him an overall position, but the Team Green speedster was already leading the 250cc Expert class when he made the pass on Baumann.

"It was pretty fast and the bigger bikes had the advantage," said Hengeveld about the course. "I got a good drop on the banner and was about fourth at the end of the bomb. I had problems with the dust because there was a lot of single-track and the course was fast. Once the dust cleared, I could see where I was going. Then, about an eighth of a mile up the bomb, I moved ahead of everybody. But then (Ronnie) Schuler, Baumann and Chiapuzio, with their 500s, just pulled me. In the first loop, I was right behind Baumann and Chiapuzio. I was pushing real hard because I wanted to get around those two, but when I tried to pass them, I ran over a big rain rut and crashed."

Hengeveld's main competition, Joey Lanza, was having his own problems as well, but toward the end of the race, as Hengeveld moved up, Lanza moved back due to bike problems.

"I got a three-kick start and had a little trouble with the dust on the first loop," said ATK American's Lanza, who ended up second 250cc Expert to Hengeveld. "I was about seventh coming into the pits. I fell over and got a flat about five miles after I came out of the pits. That dropped me back to 10th. I was second in my class and about one minute behind Hengeveld. All in all, I had a good ride."

With Lanza off his back and crashing out of his system, Hengeveld was able to relax a little bit and make up time, moving from fourth to second in a short time.

"When I finally got back up on my feet and got my bike started, Ron Schuler had passed me, which put me in fourth," said Hengeveld. "I finally passed Schuler for third when I was going into the pits my first lap. On the second loop, I passed Baumann and stayed right behind Chiapuzio for second place," Team Green/MSR/Scott/IMS-backed Hengeveld said. "The Rovers' race was one of the best races I've raced this year."

Hengeveld was not the only one who thought the course was top-notch.

"The Rovers found some interesting terrain and some pretty good virgin land across Teagle Wash," said Baumann. "That area was pretty beat up and choppy, but they found some good trails. You could tell they put a lot of effort into making a good course. The course wasn't too difficult, which I thought was good for the summertime."

Like the Open and 250cc Expert classes, the Senior 250cc Expert division is usually an all-out battle between the Gas Gas of Charlie Barney and the YZ250 of Kevin Hasten. On this day, Hasten was the man on top in the Senior ranks, but it was not easy by any means.

"I got a good start," said Hasten. "I thought I was going to be the first one to the end of the bomb. Then I looked to my left and then right and saw two Open-class bikes. On the second loop, I kept looking behind me for Charlie Barney. I fell over a couple of times by not going fast enough. I could have kept a better pace, but I was getting tired. The course was somewhat demanding, yet not too difficult, but it was perfect riding for this time of year."

While the two-loopers were battling the rigors of a second go-around on the Rovers' loop, the one-loop racers were just finishing up their day. Pro Circuit/IMS/Smith/John Burr Cycles/ KX80-mounted Jeff Dillon had hopes of a class win in the 80cc Expert class until his yearlong nemesis got the better of him, but the race was not over yet.

"I was leading the 80cc class until Travis Wagschall passed me," said Dillon. "Then we diced back and forth and Wagschall crashed really hard. I stopped to see if he was okay and then we diced some more. Then something happened to Travis' bike and I led the rest of the way. It was a fun course. It had a lot of rocks and a good variety of terrain. The dust made it hard to see. I hit a cactus and got a flat tire. Other than the flat, I had a good ride." CN

Rovers Hare Scrambles
Red Mountain, California
Results: July 25, 1999 (Round 21 of 35)

Two Loops
OPEN EX: 1. Doug Chiapuzio (Kaw); 2. Ron Schuler (Kaw); 3. Brent Farrell (Yam).
OPEN AM: 1. David McCord.
250 EX: 1. Steve Hengefeld (Kaw); 2. Joey Lanza (ATK); 3. Luke Dodson (Kaw).
250 AM: 1. Putter Ashford; 2. Ron Warren.
125 EX: 1. Morgan Crawford (Kaw); 2. Kurt Caselli (Kaw).
VET OPEN EX: 1. Abe Baumann (Kaw); 2. Dan Gunter.
VET 250 EX: 1. Jon Spaeth (Kaw); 2. Jon Parks (Hon); 3. Dave Earll.
SR 250 EX: 1. Kevin Hasten (Yam); 2. Charlie Barney (G-G).

One Loop
80 EX: 1. Jeff Dillon; 2. Travis Wagschall.
80 AM: 1. Shawn Drouin; 2. Josh Roach.
80 NOV: 1. Jonathan Lanza.
125 BEG: 1. Brad Price; 2. Junior Pue; 3. James Furnish.
250 BEG: 1. Billy Adams.
OPEN BEG: 1. Mark Lawrence; 2. Arden Edqell; 3. Dan McCoy.
OPEN NOV: 1. David Sikorski; 2. Don Hallard.
VET OPEN EX: 1. Sid Payne.
VET OPEN NOV: 1. Jon Taylor; 2. Jon McVicker; 3. Darla Lyons.
VET OPEN BEG: 1. Howard Shadwell; 2. Carl Gerace; 3. Randy Reames.
VET 250 BEG: 1. Juan Popete.
SR EX: 1. Karl Heibromer; 2. Slim Tesh; 3. Dave Johnson.
S/SR: 1. Ray Banfield; 2. Roy Wastsm; 3. Al Guzman.
WMN AM: 1. Vanessa Crawford.
WMN NOV: 1. Courtney Hasten.
MAG: 1. Law William.

Santich Cycles Grand Prix of Motocross: Hurricane Hills Sports Center

Higgins hammers Hurricane

By Jim Sanderson

CLIFFORD, PA, AUG. 1

Casey Higgins dominated the 250cc Open A class at the 17th annual Santich Cycles Grand Prix of Motocross and AMA District 6 points race hosted by Tom Hurd Promotions at the Hurricane Hills Sports Center. Just over 250 racers signed up to race 23 races. Following the regular race program was the 17th annual Santich Cycle Grand Prix of Motocross, which featured 30-minute motos for the A, B and C classes, and a 20-minute moto for the Mini class. Track conditions were nearly perfect.

Jason Tublewicz piloted his Suzuki through the 90-degree left-hand first turn ahead of the pack, but he relinquished the lead to Jason Kear five turns into lap one. The running order was Kear, Tublewicz, Mark Tiesler, Richard Heverly and Higgins. Higgins got a bad start and had to work his way up to the front. Kear had a six-second advantage by the start of lap two. Higgins passed Heverly on lap two to take fourth. Kear increased his lead to eight seconds by the start of lap three, but Higgins was now third, and pressuring Tublewicz.

Higgins was second by the end of the lap, and he picked up the pace to catch Kear. Tublewicz and Tiesler dropped to third and fourth while Andrew Lucas passed Heverly to take fifth. Higgins began chipping away at Kear's lead and was pressuring him. Kear, about to take the white flag on the spectator finish-line triple, didn't triple, which gave Higgins the chance he needed. Higgins assumed the point position. Kear seemed to drop off the pace once Higgins passed him. The first moto went in the books as Higgins, Kear, Tiesler, Esposito and Lucas.

Lucas earned the second-moto holeshot and the early lead, trailed by Heverly, Donald Dicillo Jr., Tublewicz and Kear. By halfway through lap one, Dicillo, Kear and Tiesler moved up to second, third and fourth. Heverly dropped back to fifth. Lucas started lap two with a triple. Kear passed Lucas for the lead on the huge Hurricane step-up but crashed exiting the following turn. Kear was visibly shaken, and it took him several minutes to remount. Lucas got some breathing room after Kear's crash, but Higgins was on the move again and slicing through the pack. The top five at the start of lap three were Lucas, Dicillo, Tiesler, Higgins and Darryl Smith. Dicillo took the lead when he made a perfect block-pass on Lucas near the end of lap three. Higgins passed Tiesler for third by the start of lap four and was soon pressuring Lucas for second. Tiesler dropped to fourth. Higgins passed Lucas for second about halfway through lap four. Dicillo was out front by five seconds, but it didn't take Higgins long to cut his advantage to two seconds. Higgins took the lead on the spectator finish-line triple by tripling, while Dicillo didn't. Higgins took the checkers and the overall with a perfect 1-1 score. Rounding out the top five were Dicillo, Tiesler, Lucas and Esposito.

Nicholas McPhee earned himself holeshot honors in the first 50cc (7-8) class. Trailing McPhee were Jake Beebe, Jesse Kuzbyt, Zachary Whitmore and Stephen Chapkovich. Whitmore managed to move up to second by the end of the first lap. Beebe, Kuzbyt and Chapkovich dropped to third, fourth and fifth. Whitmore passed McPhee on the last lap to earn the moto win. Trailing Whitmore were McPhee, Beebe, Kuzbyt and Chapkovich.

McPhee repeated his good start of the first moto with another holeshot and the early lead. In tow were Whitmore, Kuzbyt, Beebe and Chapkovich. Beebe passed Kuzbyt for third at the start of lap two. Kuzbyt dropped a position to fourth. Whitmore took the lead by doubling the small step-up double in the back of the race course while the leader, McPhee, didn't. Whitmore picked up the pace and took the checkers with a nine-second lead. Rounding out the top five were McPhee, Beebe, Kuzbyt and Chapkovich. CN

Hurricane Hills Sports Center
Clifford, Pennsylvania
Results: August 1, 1999

30+ C: 1. Bill Matthews (Kaw); 2. David Delicati (Suz); 3. Steve Locklin (Suz); 4. Kenneth Burke (Kaw); 5. Andrew Yurkanin (Suz).
125 BEG: 1. Bryan Berry (Suz); 2. Vernon Johnson (Yam); 3. Joseph Gray (Hon); 4. Justin Stangl (Kaw); 5. Kevin Jents (Kaw).
125 A: 1. Casey Higgins (Yam); 2. Jason Kear (Suz); 3. Clint Esposito (Hon); 4. Andrew Lucas (Yam); 5. Michael Fortune (Yam).
125 B: 1. Jeff Roma (Suz); 2. Daryl Erskine (Kaw); 3. Travis Hesketh (Yam); 4. Jeff Fleece (Yam); 5. Chad Bellott (Yam).
125 C: 1. Richard White (Kaw); 2. Joshua Fuss (Suz); 3. Joshua Ackley (Hon); 4. Damond Capwell (Hon); 5. Ryan Wilson (Yam).
25+A: 1. Marc Tiesler (Hon); 2. Donald Dicillo Jr. (Yam); 3. Darryl Smith (Kaw); 4. Chris Lykens (Kaw); 5. John Walton (Yam).
25+B: 1. Gene Fleming (Suz); 2. Keith Crothers (Hon); 3. Timothy Henry (Hon); 4. Tony Kopko (KTM); 5. Todd Artonouvlia (Kaw).
250 BEG: 1. David Nyzio (Yam); 2. Joseph Cappa (Hon); 3. John Schafft (Kaw); 4. David Delicati (Suz); 5. Kenneth Burke (Kaw).
250 A: 1. Casey Higgins (Yam); 2. Marc Tiesler (Hon); 3. Donald Dicillo Jr. (Yam); 4. Andrew Lucas (Kaw); 5. Clint Esposito (Hon).
250 B: 1. Ed Kules (Yam); 2. Fred Metzger (Yam); 3. Kenny Schnatter (Hon); 4. Rich Atkinson (Hon); 5. Christopher Murray (Suz).
250 C: 1. Richard White (Hon); 2. Toby Kappus (KTM); 3. Bill Matthews (Kaw); 4. Andy Masten (Hon); 5. Jason Babernitch (Yam).
30+ A: 1. Marc Tiesler (Hon); 2. Chris Lykens (Kaw); 3. John Walton (Yam); 4. Douglas Henry (Hon); 5. Fisher James (KTM).
30+ B: 1. Richard Pinney (Kaw); 2. Henry Lucio (Yam); 3. Timothy Henry (Hon); 4. Dave Gagatek (KTM); 5. Lance Rowland (KTM).
40+: 1. Fisher James (KTM); 2. Kim Kline (Hon); 3. Douglas Henry (Hon); 4. David Santich (KTM); 5. Carl Neidlinger (Yam).
50 (4-6): 1. Vincent Rebar (Cob); 2. Zachary Pisanchyn (KTM).
50 (7-8): 1. Zachary Whitmore (Cob); 2. Nicholas McPhee (Cob); 3. Jake Beebe (Cob); 4. Jesse Kuzbyt (Cob); 5. Stephen Chapkovich (KTM).
P/W (4-8): 1. James Doolittle (Yam); 2. Vincent Rebar (Cob); 3. Austin Hammond (Yam); 4) Andrew Yurkanin (Yam); 5. Travis Westerkamp (Yam).
65 (10-11): 1. Sammy Kachmer (Kaw); 2. Tyler Kline (Kaw); 3. Mario Masciarelli (Kaw); 4. Lloyd Wildoner (Kaw); 5. Billy Jenkins (Kaw).
65 (7-9): 1. Rick Erbe (Kaw); 2. Garret Wilson (Suz); 3. Zachary Whitmore (Kaw); 4. Jake Beebe (Kaw); 5. Marshall Hurd (Kaw).
85 (12-13): 1. Patrick Simpson (Kaw); 2. William Heckman (Hon); 3. Michael Biondi (Kaw); 4. Danny Bush (Kaw); 5. Stephen Corazzi (Kaw).
85 (14-15): 1. Joseph Gray (Hon); 2. Sean McLaughlin (Hon); 3. Brad Ford (Kaw); 4. Durant Michael (Yam); 5. Heath Kulka (Hon).
85 (7-11): 1. Sean Wallace (Suz); 2. David Andrew Karney (Yam); 3. Anthony Smolt (Yam); 4. Garret Wilson (Suz); 5. Daniel Zabrowski (Hon).
CLGBY: 1. Carl John Snyder Sr. (Hon); 2. Travis Hesketh (Yam); 3. Jeff Fleece (Yam); 4. Bear Hughson (Kaw); 5. Ben Firestone (Suz).
GP AM: 1. Lance Rowland (KTM); 2. Daryl Erskine (Kaw); 3. Christopher Murray (Suz); 4. Michael Gagatek (Yam); 5. Tony Kopko (KTM).
GP EX: 1. Fisher James (KTM); 2. Joe Fontana (Yam); 3. Ben Firestone (Suz); 4. Donald Dicillo Jr. (Yam); 5. Richard Heverly (Yam).
GP MINI: 1. Joseph Gray (Hon); 2. Sean Wallace (Suz); 3. Michael Biondi (Kaw); 4. Tyler Kline (Kaw); 5. Matthew Warren (Hon).
GP NOV: 1. Jim Murray (Kaw); 2. Gregg Bouchard (Hon); 3. Roy Francis (KTM); 4. Rich Chesnet (KTM); 5. Salvatore Pisano (Kaw).
NON-CUR: 1. Brian Sawyer (Kaw); 2. Eric Heinecke (Hon); 3. Louis Wolf (Hon); 4. Butch Taylor (Hon).
SCHBY: 1. Robbie Sparks (Suz); 2. Ryan Wilson (Yam); 3. Joseph Grasso (Kaw); 4. Jacob Cope (Hon); 5. Justin Stangl (Kaw).
S/MINI: 1. William Heckman (Hon); 2. Patrick Simpson (Kaw); 3. Michael Biondi (Kaw); 4. Patrick Lohman Jr. (Hon); 5. Durant Michael (Yam).
WMN: 1. Janel McInnes (Suz); 2. Virginia Roma (Suz).
WDSMN: 1. Eric Heinecke (Hon).

IMS ProSeries StadiumCross: Glen Helen Raceway Park

Obeso obliterates San Berdoo

By Beth LaRock

SAN BERNARDINO, CA, JULY 16

Gabe Obeso has found a great way to avoid racing in the daytime heat: by competing in the IMS ProSeries StadiumCross "Friday Night Under the Stars" races held at Glen Helen Raceway.

In the previous round of StadiumCross action, the Sinisalo-backed Obeso swept the 250cc Novice class with 1-1 wins.

"There were a few guys I would have liked to have been out here tonight that weren't," Obeso said after that race. "They would have given me a real run."

Obeso got his wish at round four, as Mark Valcore, one of those "few guys," was present and ready to race.

In the first moto, the Proto Factory/Wiseco/O'Neal-sponsored Valcore captured the holeshot. He was pursued by Chris McDaniel.

McDaniel was able to challenge Valcore for the lead until he crashed in the turn coming out of the spectator whoop section. McDaniel lost several positions, one of them to Obeso, who moved into second, behind Valcore.

Obeso had his chance to pass Valcore during the white-flag lap when Valcore bobbled.

Gabe Obeso (761) beat the heat - and the competition - by racing to the 250cc Novice win at the "Friday Night Under The Stars" races at Glen Helen Raceway.

"He (Valcore) rode really good until the end," Obeso noted. "It was a good lesson. He made a mistake. I was following him in the same line, so I was not able to make the pass and he was able to hold on to first."

Valcore finished in first, followed by Obeso and Jarrod Hensley.

"I rode good; he was just a little better," Obeso admitted. "You can't be mad at yourself when you ride your best."

Coming off the track after the first moto, Valcore realized that he had bike problems that would result in a DNS for the second moto. Obeso secured the holeshot in moto two, with Jeff McClure, McDaniel and Joey Compise giving chase. During lap three, McClure went down hard in the turn coming off the triple, giving him a DNF for moto two. While the leader, Obeso, negotiated the track, a back-and-forth battle was being waged between Compise and McDaniel. Although McDaniel said that he was "off a little bit," he was able to finish in second.

At the end of the moto, Valcore came over to congratulate Obeso, and the two exchanged some good-natured jibes.

"I think I would have beaten him (Valcore) in that moto anyway," Obeso concluded.

Although 80cc Beginners Noleen/IMS-backed Kris Paluzzi and JBC/AC Racing's Roberto Jiron came through the holeshot turn in first and second, their lead was short-lived, as both riders went down in turn two. This allowed buddies B.J. Bohrer and Bryan Brimhall to take the one-two positions and hold them for the rest of the moto. Paluzzi and Jiron remounted and both riders maneuvered through the pack, with Paluzzi placing third.

In moto two, Paluzzi again claimed the holeshot. Jiron came through the holeshot turn in fifth but secured the number-two position by lap three. Jiron appeared to be closing the distance between himself and Paluzzi, but Jiron got caught in lappers.

"I couldn't do the big double in the back," Jiron said, "so I couldn't pass him (Paluzzi)."

Paluzzi took the second-moto win and first overall, followed by Roberto Jiron and Bryan Brimhall.

"I got a good start and tried not to fall," Paluzzi said of his recipe for success. CN

Glen Helen Raceway Park
San Bernardino, California
Results: July 16, 1999

P/W (0-6): 1. David Meade (Cob); 2. Samuel Martinez (KTM); 3. Zachary Pillow (KTM): 4. Shaun Caudill (Lem).
P/W (7-8): 1. Jack Canada (Cob); 2. Blake Baggett (Cob); 3. Marcus Carrillo (Lem); 4. Quad Chase; 5. Christian Hauptman (KTM).
60 (0-8): 1. Richard Sterling (Kaw); 2. Alan Jiron (Kaw); 3. Marcus Carrillo (Kaw); 4. Christopher Valadez (Kaw); 5. Art Moreno (KTM).
60 (9-11): 1. B.J. Bohrer (KTM); 2. Mike Meade (Kaw); 3. Kai Pattison (KTM).
80 BEG: 1. Kris Paluzzi (Yam); 2. Bryan Brimhall (Suz); 3. B.J. Bohrer (Yam); 4. Matthew Kelly (Hon); 5. Roberto Jiron (Suz).
80 NOV: 1. Andrew Petrie (Kaw); 2. Justin Workman (Kaw); 3. Grant Klann (Yam); 4. Dan Bartz (Suz).
80 INT: 1. Jeff Loop (Yam).
80 EX: 1. Kyle Mace (Yam).
125 BEG: 1. Mike Paluzzi (Yam); 2. Matt Parsons (Hon); 3. Amber Pickett (Suz); 4. Robert May (Yam).
125 NOV: 1. Gabriel Obeso (Yam); 2. Chris McDaniel (Yam); 3. Jarrod Hensley (Hon); 4. Joey Compise (Suz); 5. Josh Olguin (Kaw).
125 INT: 1. Sean O'Conner (Yam); 2. Josh Cavanaugh (Yam); 3. Ross Garcia (Yam); 4. Kane Jameson (Yam); 5. Justin Mace (Kaw).
250 BEG: 1. Ryan Roberts (Kaw); 2. Doug Covey (Hon); 3. Tommy Flenniken (Suz); 4. Jake Johnson (Hon); 5. Anthony Rosas (Hon).
250 NOV: 1. Nicholas Hensley (Yam); 2. David Angelo (Hon); 3. Derek Angelo (Yam); 4. Steve Plattoni (Suz); 5. Garrett Mathews (Hon).
250 INT: 1. Jozef Deutsch (Suz); 2. Bryan Bruno (Yam).
250 PRO: 1. Donald Upton (Hon); 2. D.J. Umphres (Yam); 3. Jason Fields (Yam).
JR VET INT: 1. Bryan Bruno (Yam).
VET INT: 1. Steve Plattoni (Suz).
SR NOV: 1. Carlos Ollervides (Hon).

Thor/Parts Unlimited Northeast Classic MX Series, Round 6

Stratton's Playboy pair

By Jim Sanderson

WALDEN, NY, JULY 25

Bruce Stratton made round six of the Northeast Classic Series a sequel to round five by again dominating the 125cc, 250cc Open and Over 25 Expert classes. This round was hosted by the Walden Playboys Motocross Club, and just over 500 racers signed up to race in 24 classes. The unusually hot and dry weather kept the club's grooming crew busy watering the track all day. There was even some watering during motos, which made for some very interesting racing.

Nationally ranked Pro rider Ty Wallace, returning to racing after a nasty leg injury, nailed the holeshot in the first 125cc Expert moto, trailed by Stratton, Ben McCarthy, Brad Batson and Paul Corey. Stratton began pressuring Wallace for the lead shortly after the start and made the pass on Wallace for the

lead with about a quarter of the first lap to go. Wallace dropped to second. Rounding out the top five were Corey, Batson and Mark Wundrack. Stratton quickly put some distance between himself and Wallace. The top five spread out and the order remained unchanged to the checkered flag. Stratton took the moto win with a 15-second lead.

Pumped from his first-moto win, Stratton managed to get the second-moto holeshot and the early lead, with Wallace, McCarthy, Batson and Cameron Eccles in tow. Stratton bobbled in the whoop section at the end of lap one and managed to save it, but not before losing two positions to Wallace and McCarthy. McCarthy managed to get around Wallace for the lead by the start of lap three. Wallace then found himself being pressured by Stratton, who quickly passed Wallace for second and set his sights on McCarthy. Wallace then got passed by Wundrack. Stratton reeled in McCarthy by the last lap and made the pass for the lead with only a quarter of a lap to go to the checkered flag. McCarthy dropped to second. Wallace passed Wundrack back for third near the end of the moto. Moto two went in the books as Stratton, McCarthy, Wallace, Wundrack and Corey.

Robert Johnson earned holeshot honors in the first moto of the 12- to 13-year-old 80cc class, trailed by Don Scilipote, Pat Simpson, John Lawrence and James Ayres. Scilipote had the lead by the start of lap two. Simpson moved up to second and passed Scilipote for the lead by the halfway mark of lap two. Scilipote dropped to second. Rounding out the top five were Bob Kiniry, Lawrence and Brian Dempsey. Kiniry had the lead by the time the white flag came out. Simpson crashed while running second and remounted in fourth. Kiniry took the moto win, with Scilipote, Dempsey, Simpson and Lawrence trailing.

Dempsey nailed the second-moto holeshot but Kiniry had the lead by the third turn. Dempsey dropped to second. Simpson was third, Lawrence fourth and Scilipote fifth. Kiniry had an 11-second lead by the start of lap two. The top five were spread out by then and went unchanged until the last lap. Kiniry took the moto win with more than a 20-second lead. Dempsey went over his handlebars in the whoop section only seconds before the checkered flag. He managed to salvage fourth. The moto went in the record books as Kiniry, Simpson, Lawrence, Scilipote and Dempsey. CN

Walden Playboys MC
Walden, New York
Results: July 25, 1999 (Round 6)

P/W: 1. Joshua Clark (Yam); 2. Nicholas Price (Yam); 3. Chris Brockway (Yam); 4. Alfonso Scannapieco (Yam); 5. Nick Scannapieco (Yam).

50 STK (4-6): 1. Anthony Peregrin (Cob); 2. Frank Lettieri (Cob); 3. Alec Eccleston (Cob); 4. Joey Economou (KTM); 5. Calvin Decker (KTM).

50 STK (7-8): 1. Lowell Spangler (Cob); 2. Ryan Blizzard (Cob); 3. Ryan Weimann (Cob); 4. Craig Vosburg (Lem); 5. Mike Taylor (Cob).

60 (7-9): 1. Mike Case (Kaw); 2. Michael Stryker (Kaw); 3. Lowell Spangler (Kaw); 4. Marshall Hurd (Kaw); 5. James Wild (Kaw).

60 (10-11): 1. Michael Tippin (Kaw); 2. Jamie Lawrence (KTM); 3. Kyle Hutson (Kaw); 4. Roret Garthe (KTM); 5. Adam Blessing (KTM).

80 (7-11): 1. Jay Weller (Kaw); 2. Mitch Dougherty (Yam); 3. Robert Beyer (Yam); 4. Jordan Crawford (Yam); 5. Michael Tippin (Kaw).

80 (12-13): 1. Bob Kiniry (Kaw); 2. Pat Simpson (Kaw); 3. Dan Scilipote (Yam); 4. John Lawrence (Kaw); 5. Brian Dempsey (Kaw).

80 (14-15): 1. Felix Delmoral (Kaw); 2. Derrick Forrester (Kaw); 3. Matt Ranum (Suz); 4. Dan McMahon (Hon); 5. Mike Kratz (Suz).

S/MINI: 1. Bob Kiniry (Kaw); 2. Felix Delmoral (Kaw); 3. Jay Weller (Suz); 4. Brian Dempsey (Kaw); 5. Pat Simpson (Kaw).

125 NOV: 1. Derrick Forrester (Kaw); 2. Mike Mastalerz (Yam); 3. Erik Marra (Yam); 4. Mike Mancuso (Suz); 5. Steve Kent (Yam).

125 AM: 1. Ryan Mills (Hon); 2. James McNeill (Yam); 3. Jordan Jackson (Hon); 4. David Ginolfi (Kaw); 5. Andrew Pingotti (Suz).

125 EX: 1. Bruce Stratton (Suz); 2. Ty Wallace (Yam); 3. Ben McCarthy (Hon); 4. Paul Corey (Yam); 5. Mark Wundrack (Kaw).

250 OPEN NOV: 1. Danny Boccadori (Suz); 2. Anton Keller (Hon); 3. James Perrone (Yam); 4. Ron Kyzer (Yam); 5. Garrick Yanosky (Hon).

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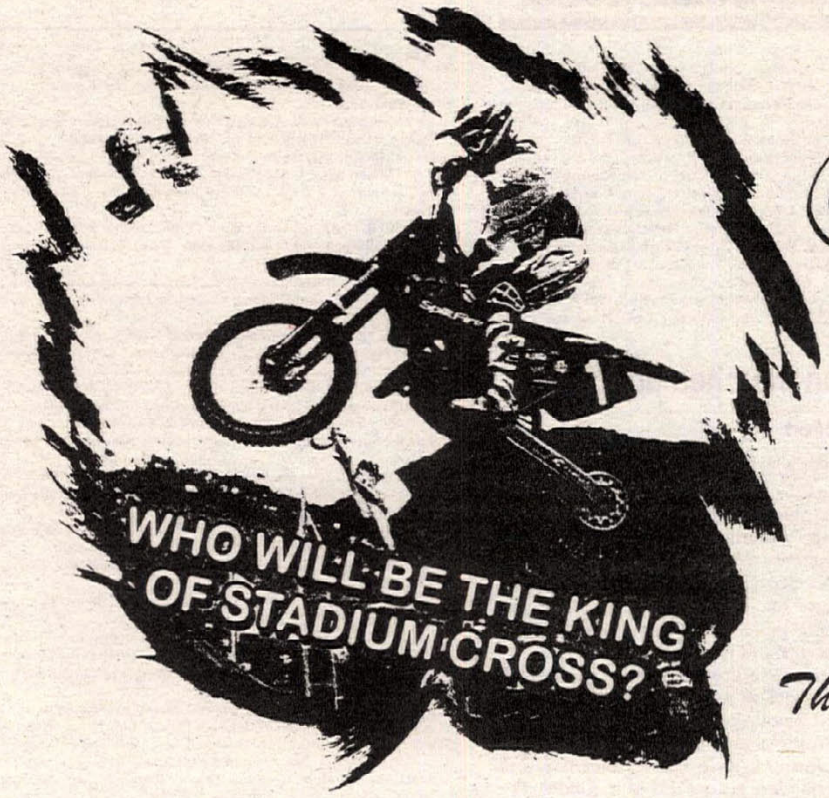

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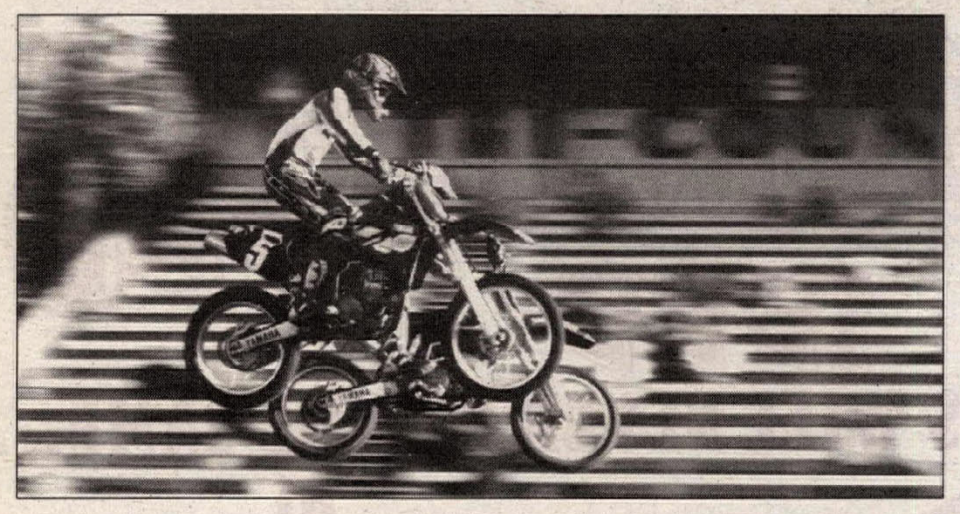


(Left) Chad Banta (5) and Pat Foster race side by side in the combined 250cc Intermediate/Pro event in Bishop, California. Foster won both motos for the 250cc Pro overall, and Banta came in third for the 250cc Intermediate win.
(Above) Ricky Custard (937) sneaks by Chris Leadbeater (7) on the outside en route to victory at the Madison County fairgrounds in London, Ohio.

250 OPEN AM: 1. David Ginolfi (Kaw); 2. Elio Perira (Yam); 3. Bryan Vroman (Hon); 4. Andrew Pingotti (Suz); 5. Frank Pasquale (Yam).

250 OPEN EX: 1. Bruce Stratton (Suz); 2. Kurt McMillen (Yam); 3. Ty Wallace (Yam); 4. Andrew Baier (Kaw); 5. Mark Wundrack (Kaw).

SCHBY: 1. Ryan Mills (Hon); 2. James McNeil (Yam); 3. Ryan Tuerck (Kaw); 4. Justin Tuerck (Kaw); 5. Mark Trimarchi (Yam).

CLGBY: 1. Andrew Baier (Kaw); 2. Mark Wundrack (Kaw); 3. Ben McCarthy (Hon); 4. Elio Pereira (Yam); 5. Jason Kear (Kaw).

25+ AM: 1. Phil Dowell (Kaw); 2. Jason Lewis (Kaw); 3. Chuck Markelon (Kaw); 4. Scott Behrens (Yam); 5. Steve Lombardozzi (Hon).

25+ EX: 1. Bruce Stratton (Suz); 2. Kurt McMillen (Yam); 3. Mike Spear (Yam); 4. Dag Boyesen (Suz); 5. Brad Batson (Hon).

30+ NOV: 1. Robin Maxwell (Suz); 2. Tony Pirone (Kaw); 3. Serguei Toptchov (Hon); 4. Matt Houston (Yam); 5. Frank Depatto (Kaw).

30+ AM: 1. Rick Pinney (Kaw); 2. Phil Dowell (Kaw); 3. Chuck Markelon (Kaw); 4. Steve Lombardozzi (Hon); 5. Bob Balnis (Hon).

30+ EX: 1. Kurt McMillen (Yam); 2. Mike Spear (Yam); 3. Chris Clark (Kaw); 4. Keith Mann (Yam); 5. Pablo Toribio (Yam).

40+: 1. Keith Mann (Yam); 2. Joe Fritz (Hon); 3. Thomas Hall (Yam); 4. Calvin Leinbach (Yam); 5. Phil Klemen (Hon).

WMN: 1. Stephanie Perron (Kaw); 2. Barbara Wesotski (Yam).

Foster, Banta taxi to Bishop GSC Motocross wins

By Rich Williams

BISHOP, CA, JULY 17
At the Bishop GSC Motocross, Pat Foster and Chad Banta both cruised to wins in their respective classes.

In the first combined Intermediate/Pro race, 250cc Intermediate rider Chad Banta absconded with the holeshot, only to be displaced in the first turn by 34-year-old Vet Intermediate Doug Hoodman. Tommy Jean, riding in the 125cc Intermediate class, was third. The first Pro, riding in fourth, was professional stunt man David Barrett, while AMA Pro Pat Foster was mired in 10th.

By lap two, Jean had pulled out a huge lead, and Foster had moved up to a distant second. Banta was holding his own in third, first in class, but he was being hounded by Barrett. On lap four, Foster was all over Jean, and used perfect timing in the tricky whoop section to easily pass Jean for the lead. Barrett did likewise to Banta. The first-moto finish order was Foster, Jean, Barrett and Banta.

Foster, making up for his first-moto start, led the pack in moto two, with Jean and Barrett right on his tail. Barrett stuffed Jean before a lap could be completed and set his sights on Foster. Barrett appeared to gaining on Foster and spectators were looking forward to a dogfight between these two friends. However, in his haste to catch Foster, Barrett stuck his front end in a tight right-hand berm and went down in a heap of flesh and steel. He remounted in last place; for Barrett, the race was over.

In the end, it was a high-flying Foster with the win, followed by Tommy Jean, and then Banta with a very respectable third, and first in class.

Results

P/W 50: 1. Babba Mason (KTM); 2. Keith Adams (Act); 3. Brandon Colbert (KTM); 4. Tyson Loundagin (Yam); 5. Kyle Goin (Yam).

P/W 60: 1. Jared Elbers (KTM); 2. Chris Hoodman (Kaw); 3. Tyler Krasel (Kaw); 4. Keith Adams (Kaw); 5. Mark Scott (Kaw).

P/W 80: 1. Kelly Postel (Hon); 2. Billie Calvin (Yam); 3. Jonathan Chenault (Yam); 4. Jake Loundagin (Yam); 5. Brian Simas (Hon).

80 BEG: 1. Travis Mayfield (Hon); 2. Kris Day (Hon); 3. Richard Merchant (Yam); 4. Daniel Colbert (Yam); 5. Caleb Kile (Kaw).

80 JR: 1. Nicholas Burson (Kaw); 2. Casey Dean (Suz); 3. Scott Ritter (Kaw); 4. Kyle Foltz (Kaw); 5. Tim Rechel (Hon).

80 INT: 1. Adam Taki (Kaw); 2. Dustin Nowak (Yam).

125 BEG: 1. Adam Taki (Kaw); 2. Davey McCoy (Yam); 3. Michael McCurry (Yam); 4. Tim McCauley Jr. (Kaw); 5. Kirtus Manzini (Hon).

125 JR: 1. Devee Rutledge (Hon); 2. Chris Taylor (Yam); 3. Casey Stewart (Yam); 4. Corey Mathison (Suz); 5. Scott Ritter (Kaw).

125 INT: 1. Tommy Jean (Yam); 2. Ryan Manha (Yam); 3. Matt Manha (Hon).

250 BEG: 1. Sean McGray (Hon); 2. Chris Shultz (Yam); 3. Dax Tucker (Suz); 4. Joe Robinson (Hon); 5. Leo Glaster (Yam).

250 JR: 1. Josh Kauffman (Yam), 2. Jason Webb (Suz); 3. Jeff Coffman (Hon); 4. Damon Podolny (Yam); 5. Doug Hoodman (Yam).

250 INT: 1. Chad Banta (Yam); 2. Matt Kile (Kaw); 3. Jordan Burroughs (Yam).

250 PRO: 1. Pat Foster (Yam); 2. David Barrett (Suz).

SR NOV: 1. Bruce Hoover (Kaw); 2. Vance Johnston (Yam); 3. Nathan Kidder (Suz); 4. Art Jung (Kaw); 5. Dave Rutledge (Hon).

SR INT: 1. Charles Howell (Yam); 2. Gary Colbert (Yam); 3. Mike Burnett (Yam); 4. Britt Wiest (Hon); 5. Keith Chadwick (Hon).

SR EX: 1. Larry Williams (Yam); 2. Steve Day (Yam); 3. Herbert Allen (Kaw); 4. Scott McDonall (Hon); 5. Layman Gattis (Yam).

SR MSTR: 1. Tom Burgess (Yam); 2. Alan O'Brien (Yam).

VET BEG: 1. Davey McCoy (Yam); 2. Luis Cepeda (Yam); 3. Larry Williams (Yam); 4. Edward Eberle (Yam); 5. Britt Wiest (Hon).

VET INT: 1. Damon Padolny (Yam), 2. Doug Hoodman (Yam).

Sherman marches on KB MX

By Bret Eckert

SACRAMENTO, CA, JULY 23
Capitol Yamaha/Axo/Dirt Diggers North MC-backed Tony Sherman rode to his first class win at KB Racing Promotions' Friday Night Supercross. Sherman used consistent 2-1 moto finishes to claim the 85cc 13- to 16-year-old Beginner class in round one of KB Racing's Fall Series, sponsored by Apex Motorsports, Capitol Yamaha, MC Concepts and Racers Pit Shop.

The riders were greeted with a fresh track layout for this kickoff race of the new Fall Series, which Darryl Saville promptly used to grab the early lead in moto one. Saville set a pace that Mike Kreczkowski, Kyle Feder, Sherman and Jordan Gideon were hard-pressed to follow. The second time around, Saville went down while trying to stretch out a lead over Kreczkowski. Sherman advanced to second after Saville's bobble. Saville was unhurt, but he dropped to 11th before regaining his forward momentum. The rider to watch, however, was James Sparhawk. Eighth on the first lap, Sparhawk rocketed to third by the completion of lap two. The next couple of laps saw Travis Williams and Casey Granfield swap back and forth for fifth. The moto ended with Kreczkowski, Sherman and Sparhawk claiming the top three positions. Saville recovered to finish fourth. Gideon was fifth.

The front-runners of moto one were again leading the pack in moto two. As they sorted out and completed lap one, Kreczkowski was again in the lead. Sherman nailed down second, with Saville, Sparhawk and Feder rounding out the top five. The leaders settled into a good rhythm, and it wasn't until the midway point that the action heated up. Sherman increased the pressure on the K Man, breaking his concentration and causing him to falter and drop to fourth, giving Sherman the lead. Everyone railed the next few laps until the white flag, when Sparhawk, after following Saville the entire moto, squeaked past him. Sherman took the checkers ahead of Sparhawk and Saville, while Kreczkowski soldiered on to fourth, with Feder fifth.

Sherman's 2-1 finishes were the best on the night, earning him the overall over Sparhawk's 3-2 placings. Kreczkowski took the final podium spot, with Saville and Feder rounding out the top five.

Results

50 PW/JR BEG: 1. Kyle Prince (Yam); 2. Andy Taylor (Yam); 3. Anthony Johnson (Yam); 4. Travis Conrad (Hon); 5. Sawyer Adams (Yam).

50 PW/JR NOV: 1. Brett Schopp (Yam); 2. Jerrad Colvin (Yam).

50 (4-6) BEG: 1. C.J. Barham (Cob); 2. Jacob Thompson (KTM); 3. Kyle Tigert (KTM); 4. Joey Pascarella (KTM); 5. Brad Vincent (Hus).

50 (7-9) BEG: 1. Josh Phillips (Cob); 2. Jake Hamel (KTM); 3. Michael Carpenter (KTM); 4. C.J. Barham (Cob); 5. Anthony Morgado (KTM).

50 NOV: 1. Dylan Ney (Lem); 2. Jared Lang (Lem); 3. Ricky Adams (KTM); 4. Chad Smith (Cob); 5. Joshua McPherson (KTM).

65 BEG: 1. Josh Fittro (Kaw); 2. Luke Layton (Kaw); 3. Dylan Ney (Kaw); 4. Jake Larson (Kaw); 5. Ruben Hernandez (Kaw).

65 NOV: 1. Kramer Patterson (Kaw); 2. Stenson Womack (Kaw); 3. Nethario Jones (Kaw).

65 INT: 1. Beau Wiegand (KTM).

85 (8-12) BEG: 1. Eric Byfield (Kaw); 2. Dustin Brooks (Kaw); 3. Kenny Ingalls (Kaw); 4. Joey Harris (Kaw); 5. Garrett Henderson (Kaw).

85 (13-16) BEG: 1. Tony Sherman (Yam); 2. James Sparhawk (Hon); 3. Mike Kreczkowski (Kaw); 4. Darryl Saville (Kaw); 5. Kyle Feder (Yam).

85 (8-12) NOV: 1. Ryan Reffner (Yam); 2. Aaron Makinen (Hon); 3. Brad Kelly (Yam); 4. Stenson Womack (Kaw); 5. Beau Wiegand (Suz).

85 (13-16) NOV: 1. Blake Kelly (Yam); 2. Jason Wackerly (Yam); 3. Danny Harris (Kaw); 4. Jacob Challburg (Kaw).

85 INT: 1. Mike Matson (Yam).

SCHBY BEG: 1. Greg Nolen (Suz); 2. Tyler Bird (Yam); 3. James Sparhawk (Hon); 4. Steve Farrell (Hon); 5. Kyle Feder (Yam).

SCHBY NOV: 1. Greg Center (Yam); 2. Mike Matson (Yam); 3. Kyle Marsalla (Yam); 4. Blake Kelly (Yam); 5. Donny Stommel (Yam).

125 BEG: 1. Chris Van Meter (Yam); 2. Aaron Lucero (Yam); 3. Todd Wiederhold (Hon); 4. Josh Beaubier (Kaw); 5. Tim Coppedge (Hon).

125 NOV: 1. Greg Center (Yam); 2. Kyle Marsalla (Yam); 3. David Highfill (Kaw); 4. K.C. Rigmaiden (Yam) 5. Joe Lillard (Kaw).

125 INT: 1. Matt Barber (Suz); 2. James Kowalla (Kaw).

250 BEG: 1. Paul Schoen (Hon); 2. Greg Vlahos (Yam); 3. Todd Wiederhold (Hon); 4. Jim Brooks (Suz); 5. Casey Jones (Suz).

250 NOV: 1. Gary Forrest (Kaw); 2. Ryan Peterson (Suz); 3. Frank Chavez (Hon); 4. Paul Gerbi (Hon); 5. Matthew Veerkamp (Kaw).

PRO-AM: 1. Aaron Burns (Yam); 2. Chris Vendley (Kaw); 3. David Lodermeier (Yam); 4. Mike Pascarella (KTM); 5. Kenny Bell (Yam).

25+ BEG: 1. Pete Hamel (Hon); 2. Nick Lenac (Suz); 3. Rob Wagner (Hon); 4. Sean Fries (KTM); 5. Chris Kaiza (Kaw).

25+ NOV: 1. Gary Forrest (Kaw); 2. David Highfill (Kaw); 3. Frank Chavez (Hon); 4. Jeff Beaubier (Hon).

25+ INT: 1. Steve Thinger (Hon); 2. John Moore (Hon); 3. Kevin Roach (Yam).

VET BEG: 1. Jeff Gorman (Hon); 2. John Hodge (Kaw); 3. Stuart Douglas (Hon); 4. Stephen Langley (Yam); 5. Rob Wagner (Hon).

VET NOV: 1. Pete Hamel (Hon); 2. Ron Hess (Yam); 3. Robert Schaeffer (Yam); 4. Troy Cross (Suz).

VET INT: 1. John Moore (Hon); 2. Jim Robertson (Suz).

O/T BEG: 1. Paul Hanson (KTM); 2. Ken Fittro (Hus); 3. Michael Witt (Hon); 4. Cecil Watson (Suz); 5. Bob Byers (Hon).

O/T NOV: 1. Brian Ballard (Hon); 2. Stuart Douglas (Hon); 3. Mark Hector (Hon); 4. Chuck Shipley (Hon); 5. Dave Mowery (Kaw).

O/T INT: 1. Jim Breneisen (Hon); 2. Dennis Smith (Yam); 3. Marc Prince (Yam).

Custard creams London MX

By Bart A. Barok
Photo by Mike Lewis

LONDON, OH, JULY 15
In front of a huge grandstand crowd at the Madison County fairgrounds in London, Ohio, Ricky Custard demonstrated his smooth riding style and topped a very competitive Schoolboy class.

With a one-moto format in place, Custard wasted no time moving around Yamaha-mounted Chris Leadbeater and into the lead on lap one by blitzing through the far outside line of the whoops section. Both Leadbeater and John Wisenbarger gave chase. Custard maintained a slim two-second lead for the first six laps. With three laps remaining, Leadbeater began to feel intense pressure from Wisenbarger and had to protect the inside lines. This allowed Custard to open up a more comfortable lead, which he maintained to the checkered flag. Meanwhile, a small bobble in the whoops by Leadbeater provided Wisenbarger the opening he needed to snatch second place on the evening.

Not to be outdone by his son, Richard Custard went out and matched his son's feat with a victory of his own in the Over 30 class.

In other racing action, Levi Kilbarger left the event with a double win on the evening, claiming victory in both the 65cc and Mini Junior classes.

Results

MICRO (4-6): 1. Westen Hale (Cob); 2. Christian Parrish (Cob); 3. Kyle Cottrill (Cob); 4. Russell Boswell Jr. (KTM); 5. Bradley Baker (Cob).

MICRO (7-8): 1. Axl Moler (Cob); 2. Jordan Strickland (Cob); 3. Andrew Murnane (Cob); 4. Shane Riddle (Cob); 5. Ryan Titus (KTM).

MICRO (4-8): 1. Daniel Wagonner (Yam); 2. Bradley Baker (Yam); 3. Kyle Cottrill (Yam); 4. Ryan Titus (Yam); 5. Jacob Seymour (Suz).

65: 1. Levi Kilbarger (KTM); 2. Tyler Bowers (Kaw); 3. Ryan Allbaugh (Kaw); 4. Ryan Ivers (Kaw); 5. Joey Leadbeater (Kaw).

MINI JR: 1. Levi Kilbarger (KTM); 2. Ryan Ivers (Kaw); 3. Tyler Bowers (Kaw); 4. Carl Custard (Hon); 5. Ryan Allbaugh (Kaw).

MINI SR: 1. Michael Willard (Suz); 2. Matt McCabe (Yam); 3. Crystal Williamson (Kaw); 4. Todd Iles (Yam); 5. Clint Kilbarger (Suz).

MINI EXTRA (9-15): 1. Michael Willard (Suz); 2. Matt McCabe (Yam); 3. Crystal Williamson (Kaw); 4. Carl Custard (Hon); 5. Clint Kilbarger (Suz).

SCHBY: 1. Ricky Custard (Hon); 2. John Wisenbarger (Yam); 3. Chris Leadbeater (Yam); 4. Ryan Messmer (Yam); 5. Kyle Schmelzer (Kaw).

125 B: 1. David Rife (Kaw); 2. Gregory Howell (Kaw); 3. Jason Branson (Kaw); 4. Ricky Custard (Hon); 5. Chris Leadbeater (Yam).

125C: 1. Richie Elkins (Suz); 2. John Wisenbarger (Yam); 3. Kyle Schmelzer (Kaw); 4. Travis Young (Yam); 5. Dax Madden (Yam).

250 B: 1. Joshua Hamilton (Suz); 2. David Rife (Kaw); 3. Tony McNeilan (Hon); 4. Daniel McClure (Yam); 5. Jim Witteman (Hon).

250 C: 1. Rob Cunningham (Kaw); 2. Todd Fultz (Hon); 3. Danny Carter (Yam); 4. Shawn Mayabb (Hon); 5. Nathan Burns (Suz).

OPEN: 1. Steven Anneshansley (Hon); 2. Bart Barok (Hon); 3. Richard Spangler Jr. (Kaw); 4. Jim Witteman (Hon); 5. Dwight Voltz (Kaw).

16-24: 1. Mike Ivers (Suz); 2. Tony Robinson (Hon); 3. Joshua Hamilton (Suz); 4. Michael Arnold (Kaw); 5. Andy Whitelow (Hon).

25+: 1. Joe Barney (Suz); 2. Marty Berberich (Hon); 3. Gerry Bennett (Hon); 4. Richard Custard (Hon); 5. Jason Branson (Kaw).

30+: 1. Richard Custard (Hon); 2. Marty Berberich (Hon); 3. Gerry Bennett (Hon); 4. Bill Reiss (Hon); 5. Bart Barok (Hon).

40+: 1. Gerry Bennett (Hon); 2. Bill Reiss (Hon); 3. Marty Ryan (Yam); 4. Gary Delph (Hon).

OPEN: 1. Tony Rose (Yam); 2. Jason Grewe (Suz).

Cox fights to Lodi ST win

By Mike Law

LODI, CA, JULY 17
Teenager Riley Cox of Lodi used patience and skill to snatch the win from his rival Robert Hardmeyer in the combined Vintage short-track main event at the Lodi Cycle Bowl. Bultaco-mounted Cox clearly had his work cut out for him, as he jumped the gun and was banished to the penalty line in the Bultaco-dominated race. Cox quickly sliced his way through traffic and moved into second, behind Triumph twin rider Robert Hardmeyer, as fellow Bultaco riders Jeff Corankoff and John Frank gave pursuit. Hardmeyer powered the big twin aggressively down the straightaways and then flowed into the corners. Cox whittled away at the lead in the middle stages of the race and then finessed the Spanish single underneath Hardmeyer for the lead. Once in front, Cox rode perfectly and won by a comfortable margin ahead of Hardmeyer at the checkered flag.

"I knew I could win," said Cox. "I think subconsciously I may have jumped on purpose just to make the win on the Bultaco look even better. It was a good race and I'm real happy with the win."

Pee Wee C rider Jamie Pahel went two for two, with multiple wins on both the short track and TT. The 8-year-old rider proved that last week's double win was no fluke, as she soundly aced the top position ahead of runners-up Shane Jones and Bryant Calzado.

San Jose's Jesse Vankol played the spoiler in the Open B short-track main event, as he succeeded in snatching victory away from Cox aboard his very fast Rotax. Despite Cox's fine riding and persistence, Vankol simply rode perfectly and outdistanced his nemesis by a comfortable margin at the finish.

Shawn Raggio pulled his Rotax into the winner's circle in the Open A short-track main event. Although the field wasn't exactly large, Hisateru Tanaguchi and Mickey Lane provided Raggio with plenty of competition during the early stages of the race before Raggio put on his race face and ran away from his rivals.

Results

Short Track

P/W STK A: 1. Ryan Law (Yam); 2. Anthony Fong (Yam); 3. Chad Cose (Yam); 4. Kyle Anselmi (Yam).

P/W STK B: 1. Bobby Caldeira (Yam); 2. Jess Garcia (Yam); 3. Danielle Caldeira (Yam).

P/W STK C: 1. Jamie Pahel (Yam); 2. Shane Jones (Yam); 3. Bryant Calzado (Suz); 4. James Williams (Yam).

60 A/B: 1. Sean Jones (Kaw); 2. Bobby Fong (Kaw).

60 C: 1. Frankie Garcia (Kaw); 2. Alyssa Brionez (Kaw).

80: 1. Mike Rush (Kaw); 2. Frankie Lane (Suz); 3. Nick Moore (Yam); 4. Stewart Barber (Hon).

250: 1. Jason Grewe (Suz); 2. Jeff Corankoff (Bul).

KNBY: 1. Scott Taylor (Yam); 2. Christopher Buckley (Hus); 3. Justin McNeil (Hon).

VET: 1. Robert McDonnell (H-D); 2. Scott Whitaker (Hon); 3. David Worthen (Hon); 4. Mike Gallaty (Hon); 5. Robert McCarty (Rtx).

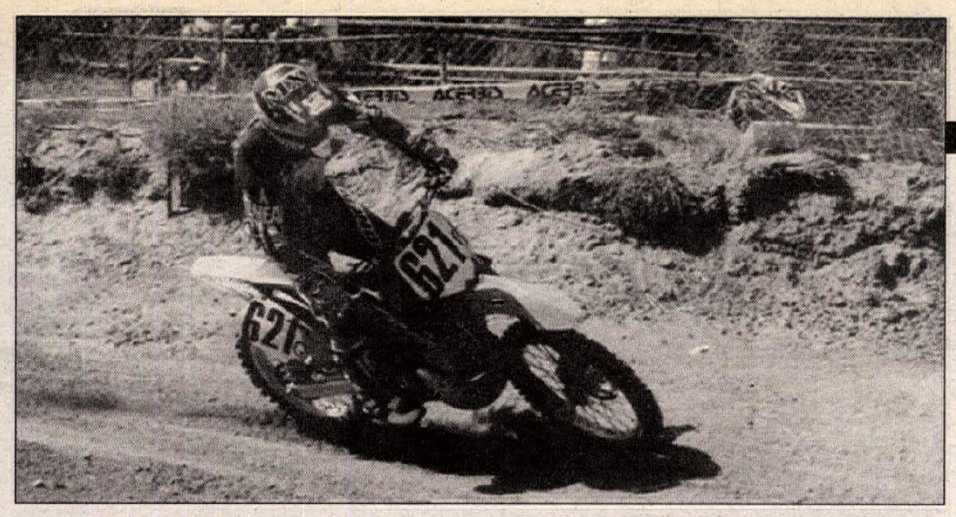
40+: 1. Jesse Kreyling (Yam); 2. Ralph Lee (Tri).

VINT A LATE MODEL: 1. Steve Hall (Yam); 2. Jesse Kreyling (Yam).

VINT B/C LATE MODEL: 1. Jesse Vankol (Yam); 2. David Morgan (Hon).

VINT 250: 1. Riley Cox (Bul); 2. Jeff Corankoff (Bul); 3. John Frank (Bul).

PRO SPT: 1. Shawn Raggio (Rtx); 2. Hisateru Tanaguchi (Hon).



Willie Musgrave (621) on his way to win in the second Vet Over 30 Pro moto at Carlsbad Raceway in California. The win and his first-moto second place earned him the overall in the class.

Bobby Hedden goes inside Jimmy Sisemore and Billy Janniro. Hedden won, Janniro was second and Sisemore drifted back to third in the Scratch main at the Sacramento fairgrounds.

OPEN A: 1. Shawn Raggio (Rtx); 2. Hisateru Tanaguchi (Hon); 3. Mickey Lane (Rtx).

OPEN B: 1. Jesse Vankol (Rtx); 2. Riley Cox (Yam); 3. Derrick Ohls (Yam).

OPEN C: 1. Tony Rose (Yam); 2. Gary King (Rtx); 3. Tim Adams (Suz); 4. John Frank (Yam); 5. Hasahiro Koshiba (Hon).

TT

P/W STK A: 1. Chad Cose (Yam); 2. Kyle Anselmi (Yam); 3. Ryan Law (Yam).

P/W STK B: 1. Jess Garcia (Yam); 2. Bobby Caldeira (Yam); 3. Danielle Caldeira (Yam).

P/W STK C: 1. Jamie Pahel (Yam); 2. Shane Jones (Yam); 3. Bryant Calzado (Suz).

P/W MOD: 1. Anthony Fong (Act).

60: 1. Sean Jones (Kaw); 2. Frankie Garcia (Kaw); 3. Bobby Fong (Kaw); 4. Rebecca Law (Kaw).

80: 1. Nick Moore (Yam); 2. Stewart Barber (Hon).

Musgrave's ritual: winning, at CMXR

By Kirk Chandler

CARLSBAD, CA, JULY 11

At a rare Sunday Carlsbad motocross, Willie Musgrave captured the Vet Over 30 Pro win. The day was long and hot, and 300 participants were laying down rubber on Carlsbad's high-speed blue-groove circuit. The day ran smoothly, with no ambulance runs or race delays.

The start of the first Vet Over 30 moto went to Craig Davis, followed by Rob Wilshire and Lee Bacon. As the pack of riders turned the fastest laps of the day, Davis held a comfortable margin over Wilshire, who in turn was being challenged by Musgrave. Musgrave put the pressure on Wilshire and managed to get around him by the end of the third lap. Davis was way out front, with Musgrave in second. Wilshire was still in third, with Bacon and Sten Rasmussen rounding out the top five. Davis cruised to the finish for the win. Musgrave charged to second, and Wilshire took third.

In the second moto, Wilshire absconded with the holeshot, but his lead didn't last long, as Wilshire swung wide, allowing Musgrave, Davis and Rasmussen to pass before the second straightaway. Musgrave and Davis had checked out from the rest of the pack. Davis set his sights on the orange rear fender of Musgrave's KTM but was unable to pick up any time on the leader. Musgrave worked the track perfectly, hopping all the big holes and power-sliding through the slick corners and leaving Davis and the rest of the pack in his dust. The fight for the overall was over. Davis finished second, only four seconds back. The real battle was for third, with the freight train of Rasmussen, Wilshire and Nathan Pitman fighting it out. The three riders circled the track in unison, and when it was over, Musgrave won the moto and the overall on the day, Davis crossed the line in second, followed by Rasmussen, Wilshire and Pitman.

Results

80 BEG: 1. Randy Hill (Yam); 2. Ryan Hughes (Yam); 3. Nick Ewing (Kaw).

80 NOV: 1. Corey Gustafson (Yam); 2. Dane Jackson (Yam); 3. Tyler Keefe (Yam).

80 INT: 1. Zac Wray (Yam).

125 BEG: 1. Brian Albach (Yam); 2. Jacob Mason (KTM).

250 BEG: 1. Kevin Caiman (Yam); 2. Duane Webster (Hon); 3. Chris Correll (Yam).

125 NOV: 1. Richard Albach (Yam); 2. Ivan Navanete (Hon); 3. Carlos Molina (Hon).

250 NOV: 1. Mike Brownfield (Hon); 2. Rob Guzzo (Yam); 3. Ryan Stenberg (Yam).

125 INT: 1. Juan Diego Saffon (Yam); 2. Nicholas Peterson (Hon); 3. Kirk Chandler (Hon).

250 INT: 1. Lee Bacon (Hon) 2. Josh Tupa (Kaw); 3. D.R. Clement (Hon).

OPEN NOV: 1. John Taylor (Yam); 2. Sean Pehr (Hon); 3. Jim Myerson (Yam).

125 PRO: 1. Tim Beatty (Yam); 2. Craig Smith (Yam).

VET 30+ BEG: 1. Broe Yborre (Suz); 2. Dino Shokrai (Kaw); 3. Stewart Fichle (Yam).

VET 30+ NOV: 1. Mike Brownfield (Hon); 2. Woody Carlson (Suz); 3. John Rizzo (Yam).

VET 30+ INT: 1. Robert Tron (Hon); 2. Glenn Cunningham (Hon); 3. Greg Maiefski (Hon).

VET 30+ PRO: 1. Willie Musgrave (KTM); 2. Craig Davis (Yam); 3. Rob Wilshire (Yam).

VET 40+ NOV: 1. Robert Zingg (Kaw); 2. Chris Cumbo (Yam); 3. Dennis Milchior (Yam).

VET 40+ INT: 1. Mark Prescott (Hon); 2. Thomas Engelhardt (Yam); 3. Jeff Lysdale (Hon).

VET 40+ MSTR: 1. Rob Wilshire (Hon); 2. Daniel Davalos (Suz); 3. Craig Infield (Hon).

VET 40+ EX: 1. Toby Taki (Yam); 2. Alan McDonald (Hon).

VET 50+ OPEN: 1. Phill Blackburn (KTM); 2. Scott Davis (Hon); 3. Tim Daily (Kaw).

WMN NOV: 1. Karen Arcaris (Kaw).

4-STRK NOV: 1. Ryan Stenberg (Yam); 2. Jonathan Hirshberg (Yam).

Short extends his streak at AFM RR

By Melissa Shimmin

SONOMA, CA, JULY 17

The American Federation of Motorcyclists met at Sears Point for the fifth round of the season. Jeff Short got the holeshot and ran away for his fifth consecutive Formula Pacific win this season. Donny Greene ran all alone to finish second. The real battle was for third. Ed Marchini was running well behind Greene when Mark Foster came from the back, passing Rob Mesa, who was running fourth. Foster began nipping at Marchini's heels, passing around the outside up the hill of turn one entering the sixth lap. Marchini, however, was not ready to relinquish the spot, and he and Foster began a thrilling dice through turn 11 and the chicane, until Foster stretched out a small lead. Mesa followed Foster's example and dogged Marchini until he managed a deft pass to net a fourth-place finish.

The most exciting bit of racing occurred as Short, with the 750cc Superbike win well in hand, set his sights on Jeff Hagan, who was leading the preceding wave of the Open class by monstrous lengths. On the seventh lap, it was apparent that Short intended to catch Hagan, though making up that distance within the time given seemed impossible. Short pressed on, closing the gap turn after turn until he sailed by Hagan going into turn 11 of the last lap.

The 250cc Superbike contest saw an influx of Aprilias this weekend; apparently, many of the Aprilia Cup racers in the area for the event at Laguna Seca opted to stick around another week and give Sears Point a go. Young Alex Gobert, brother of the now-infamous Anthony, got the holeshot and soundly beat the local boys, including Hawk Mazzotta, AFM Formula III fast guy and last month's GPRA winner, who finished fourth. Points leader Sergio Galvan captured second, while Kregg Williams finished third.

Mark Foster won the 600cc Superbike event after an early battle with Michael Earnest. A three-way battle for third was waged between David Wasson, Tim Ogles and Stuart Stratton. Wasson fell back to fifth, giving third to Stratton and fourth to Ogles.

Results

F-PACIFIC: 1. Jeff Short (Suz); 2. Donny Greene (Yam); 3. Mark Foster (Kaw); 4. Rob Mesa (Yam); 5. Ed Marchini (Hon).

F-1: 1. Paul Doyle (Yam); 2. Blake Lawson (Hon); 3. Harley Barnes (Kaw); 4. Rich Thorwaldson (Hon); 5. Richard Slejmar (Kaw).

F-2: 1. Ed Marchini (Hon); 2. Richard Snowden (Hon); 3. Brian LeFevre (Yam); 4. Tait Rush (Yam); 5. Jason Candelaria (Yam).

OPEN GP: 1. Rob Mesa (Yam); 2. Bob Siebenhaar (Hon); 3. Jeff Roelands (Suz); 4. Mark Nelson (Hon); 5. Gary Jahne (Kaw).

F-SGL: 1. Brian Brown (Spo); 2. Don Jones (Yam); 3. Joe Abeyta (Yam); 4. Marty Gresho (Hon); 5. Greg Leopold (KTM).

F-TW: 1. David White (Hon); 2. Chris LaCruze (Duc); 3. Robert Hayashida (Hon); 4. Jeffrey Jones (Suz); 5. Jeff Roelands (Suz).

650 TW: 1. Zoran Vujasinovic (Suz); 2. Jim Davis (Hon); 3. Mark Thorpe (Hon); 4. Jonathan Forman (Hon); 5. Keith Bellamy (Hon).

500 TW: 1. John Sweeney (Kaw); 2. Simon Forder (Kaw); 3. Scott Winders (Kaw); 4. Kevin Smith (Kaw); 5. Brian Long (Kaw).

250 S/BK: 1. Alex Gobert (Apr); 2. Sergio Galvan (Hon); 3. Kregg Williams (Apr); 4. Miles Hawk Mazzotta (Apr); 5. Alex Florea (Apr).

450 S/BK: 1. Rosslyn Eugene Wells III (Yam); 2. Doug Pitcock (Yam); 3. Dennis Presiloski (Yam); 4. Todd Risley (Yam); 5. Roque Torres (Hon).

600 S/BK: 1. Mark Foster (Kaw); 2. Michael Ernest (Yam); 3. Rich Thorwaldson (Hon); 4. Stuart Stratton (Suz); 5. Tim Striegel (Kaw).

750 S/BK: 1. Jeff Short (Suz); 2. Mark Foster (Kaw); 3. Harley Barnes (Kaw); 4. Jimmy Capell (Suz); 5. Doug Pitcock (Suz).

OPEN S/BK: 1. Donny Green (Yam); 2. Jeff Hagan (Yam); 3. Rob Mesa (Yam); 4. Mike Rawlings (Hon); 5. Gary Stewart (Yam).

F- 40: 1. Bob Siebenhaar (Hon); 2. Roy de Groot (Hon); 3. Dave White (Hon); 4. Rosslyn Eugene Wells III (Yam); 5. Douglas R. Cook (Hon).

S/DINO: 1. Paul Reynen (Yam); 2. Jim Neuenburg (Duc); 3. Jove Shapiro (BMW); 4. Edwin Haazer (Kaw); 5. Brain M. Filo (Yam).

VINT (0-450): 1. Allan Bueno (Yam); 2. Paul Dunning (Hon); 3. Dennis Schade (Hon); 4. Rosalie Juchli (Hon); 5. Richard C. Weidenbach (C-A).

VINT 451-OPEN: 1. Jove Shapiro (BMW); 2. Brian M. Filo (Yam); 3. Bob Karol (Hon); 4. Todd S. Sokol (BMW); 5. Al Madril (Tri).

250 PROD: 1. Francis Mazur (Kaw); 2. Kevin Scott (Kaw); 3. Robert Kennedy (Kaw); 4. Kelly Winkelbauer (Kaw); 5. John Prelock (Kaw).

450 PROD: 1. Dennis Presiloski (Yam); 2. Mark Kayfez (Yam); 3. Barrett Brockhage (Yam); 4. John Gonzalez (Yam); 5. Jason Butler (Yam).

600 PROD: 1. Michael Earnest (Yam); 2. Tim Ogles (Suz); 3. Stuart Stratton (Yam); 4. Edward Milhausen (Hon); 5. David Wasson (Suz).

Moore takes more at Honda Hills Motocross

By Mark Bliss

LINNVILLE, OH, JULY 23

Tom Moore and his Yamaha YZs simply rocked in the Over 25, 250cc B and 125cc B classes during round seven of the popular Friday Night Series at Honda Hills MX. Moore again proved unbeatable on this sweltering summer night of racing.

In the 250cc B class, which was run in conjunction with the 250cc A class, Moore was second at the start, behind Kawasaki-mounted A rider Jason Casterline. These two simply walked away from everyone else on the track as they battled tooth and nail every step of the way. Moore followed Casterline across the finish, but they were so close they appeared to be joined together. KX-mounted Rob Minton ended up second in class behind Moore, while Travis Ruckman rounded out the top three.

In the 125cc B class, Moore put his YZ125 out front, just ahead of Travis Hartshorn. Hartshorn dogged Moore for the top position for the first few laps, and then made an awesome pass on Moore on the fourth lap, railing around him in the infield section. Once in the lead, Hartshorn quickly began to put a little distance on Moore, only to go down and give the top spot back to Moore. Robbie Sturgell also got around Hartshorn, but Hartshorn quickly displaced Sturgell again and set his sights on Moore. Time ran out for Hartshorn, though, and Moore took the hard-earned victory.

Moore also took the top spot in the Over 25 class, thus completing his hat trick.

In the Mini Senior division, young Michael Williard grabbed the holeshot and left the others to squabble over the runner-up spot. Nick Carroll finished second, followed by Kyle Chaney.

In the Schoolboy class, John Weisenbarger and Derrick Dunaway quickly broke away from the rest of the pack and became engaged in a raging battle for the top spot. Weisenbarger led the first several laps, with Dunaway never more than a bike length or two away. At about halfway, Dunaway made his move and thrust his CR125 into the lead. Once in the lead, though, he could not shake Weisenbarger, and in the waning laps of the moto, Weisenbarger made his move and took the checkers ahead of Dunaway.

Results

P/W 50: 1. Austin Coon (Yam); 2. D'Landrius Krouskoupf (Yam); 3. Dylan Walker (Yam); 4. Alex Ratai (Yam); 5. Conner Laymon (Yam).

50 (4-6): 1. Christian Parrish (Cob); 2. Anthony Corrado (Pol); 3. Corey Saporito (Cob); 4. D'Landrius Krouskoupf (KTM); 5. Brandon Wheeland (KTM).

50 (7-8): 1. Axl Moler (Cob); 2. Kristopher Nelson (Cob); 3. Zack Wheeland (Cob); 4. Addison Stalling (Cob); 5. Corey Million (Cob).

65: 1. Allen Rossi (KTM); 2. Robert White (Kaw); 3. Joey Leadbeater (Kaw); 4. Brandon Borgen (Kaw); 5. Kristopher Nelson (Kaw).

MINI JR: 1. Allen Rossi (Kaw); 2. Rebel Moler (Hon); 3. Tyler Bowers (Kaw); 4. Joey Leadbeater (Kaw); 5. Robert White (Kaw).

MINI SR: 1. Michael Williard (Suz); 2. Nick Carroll (Kaw); 3. Kyle Chancy (Yam); 4. Shane Fluharty (Hon); 5. Craig Garrett (Hon).

SCHBY: 1. John Weisenbarger (Yam); 2. Derrick Dunaway (Hon); 3. Chris Leadbeater (Yam); 4. Joseph Lange (Yam); 5. Derrick Sturgell (Kaw).

16-24: 1. Travis Hartshorn (Yam); 2. Travis Ruckman (Yam); 3. Jacob Morningstar (Yam); 4. Tommy Laymon (Kaw); 5. Tim Kelly (Hon).

25+: 1. Tom Moore (Yam); 2. Rob Miracle (Yam); 3. Jason Branson (Kaw); 4. Bryant Torres (Kaw); 5. Mark Bliss (Kaw).

30+: 1. Rodney Hook (Hon); 2. Mark Matheis (Yam), 3. Rob Minton (Kaw); 4. Bryan Wolford (Kaw); 5. Joe Collins (KTM).

40+: 1. Mark Matheis (Yam); 2. Joe Collins (KTM); 3. Richard Ridde (Hon); 4. Steve Wollam (Hon); 5. Bill Leake (Hon).

50+: 1. Bill Hartshorn (Yam); 2. Gerhard Lier (Kaw); 3. Gary Morris (Kaw); 4. James Miller (Yam).

125 B: Tom Moore (Yam); 2. Travis Hartshorn (Yam); 3. Derrick Sturgell (Kaw); 4. Brian Biddle (Hon); 5. Jonathan Harrop (Kaw).

125 C D-1: 1. Joe Lange (Yam); 2. Brad Ward (Suz); 3. Aaron Slinglief (Yam); 4. David Horlacher (Yam); 5. Brian Green (Suz).

125 C D-2: 1. Tim Kelly (Hon); 2. John Weisenbarger (Yam); 3. Thomas Englehart (Hon); 4. Josh Daley (Hon); 5. Eric Biddle (Hon).

250 A: 1. Jason Casterline (Kaw).

250 B: 1. Tom Moore (Yam); 2. Rob Minton (Kaw); 3. Travis Ruckman (Yam); 4. Bryant Torres (Kaw); 5. Rob Miracle (Yam).

250 C: 1. Jamie Triplett (Hon); 2. Bryan Wolford (Kaw); 3. Jon Jackey (Kaw); 4. Phil Dodson (Hon); 5. Thomas Englehart (Hon).

OPEN: 1. Dave Stoneburner (Yam); 2. Brock Chandler (Kaw); 3. Scott Morrison (Yam).

4-STRK: 1. Bill Leake (Yam); 2. Dave Stoneburner (Yam); 3. Scott Morrison (Yam); 4. Dave Kutskel (Yam).

Hedden shoulders above the rest at Cal-Expo Speedway

By M. Sober
Photo by Gen Moore

SACRAMENTO, CA, JULY 17

At Sacramento's California State Fairgrounds, former Junior riders Bobby Hedden and Billy Janniro made their way to the Scratch and Handicap main-event victories. The immaculately prepared Sideways Saturday's oval began deteriorating in the hot summer weather, creating a challenging surface for the riders.

Harlan Bast made his second appearance of the season and nearly duplicated his first showing of the year. (He won the Handicap main three weeks ago in his only other attempt.) Billy Janniro got under the big man from Auburn on the last lap as Jimmy Sisemore was helping Chad Felicio and Bobby Hedden hit the turn-two dust. Bast had led the entire race up to that point from his starting spot on the 20. Felicio and Hedden originally started from the 40. Sisemore, Janniro and Charlie Venegas came from the 50. The initial three laps went relatively smoothly as Bast struggled with his Godden up front but still managed to lead the way as Janniro fought his way through traffic behind him. The race was stopped midway when Sisemore went down, and Venegas laid down his Jawa to avoid running over him.

In the NASCAR-style single-file restart, Janniro started third behind Felicio and Bast but moved up behind Bast after exiting the first set of turns. One lap later, with half the field on the ground, Janniro had his Handicap main win on his Arai/Off Beat/Reed's Auto Body/Wagner's Jawa.

For the second night in a row, Bobby Hedden drew the pole for the Scratch main. Fanned out to his right were Janniro, Venegas and Sisemore. Starter Joe Besneatte watched as Venegas did what Venegas sometimes does: anticipate the starter's cadence, jump the gun and rip out the fluorescent starting tapes. After Venegas extracted the surveyor's tape from his facemask, he quietly rode off to the pits, and the main was restarted without him. On the second try, Hedden vaulted out in front from the pole, with Janniro close behind, hugging the inside line. Sisemore gated third and chose to try riding a line slightly wider than the leaders, and he slowly dropped back off the pace, finishing right where he began. Janniro dogged Hedden throughout the race, but despite his Herculean effort he couldn't find a way around and he settled for the runner-up spot. Hedden worked the rough track to perfection, taking the impressive win on his City Limits/Arai/Arnet/Peterich Cycle/VP Fuels Jawa.

Results

1. Bobby Hedden (Jaw); 2. Billy Janniro (Jaw); 3. Jimmy Sisemore (GM); 4. Charlie Venegas (Jaw).

HDCP: 1. Billy Janniro (Jaw); 2. Harlan Bast (Gdn); 3. Jimmy Sisemore (GM); 4. Chad Felicio (Jaw); 5. Bobby Hedden (Jaw).

D-2: 1. Ivan Sevart (Jaw); 2. Mike Brown (Jaw); 3. Rachelle Kerr (Jaw).

D-3: 1. Kevin Fereira (Wes); 2. Harry Bradwell (Jaw); 3. Ron Woodsford (Wes).

D-1 JR: 1. Brian Yarrow (Jaw); 2. Eric Carrillo (Jaw); 3. Jon Curry (Jaw).

D-2 J: 1. Brenton Bast (BSA); 2. J.T. Mabry (Jaw); 3. Greg Hooton (Wes).

D-3 JR: 1. Danny Easley (Wes); 2. Chris Olney (Wes); 3. Mark Carrillo (Wes).

(Left) Scott Shipley makes a bid for the holeshot in the first 250cc A moto at the third round of the Ballzee Grand Championship Series, held at Birch Creek Motorsports Park in Danville, Virginia. Shipley had his hands full trying to hold off Mark Wagner (395) and Chris Anstead (61).
(Above) Randy Newkirk (116) had a great day at the second round of the Ballzee Grand Championship Series, held at Rolling Hills Cycle Park in Reidsville, North Carolina. Newkirk won four motos in the 80cc (12-13) and Supermini classes.

Shipley shipshape at Birch Creek Motocross

By Jay Hauser

DANVILLE, VA, JULY 18
Round three of the Ballzee Aggressive Wear Grand Championship Series, held at Birch Creek Motosports Park, was hot - real hot - and real humid, with a lot of sun.

Senior rider Scott Shipley, out of Greensboro, North Carolina, has always gone fast in the local Vet classes. At the end of the day, Shipley had put the cap on another perfect sweep of the Over 30 A class, and backed that up with the Over 25 A win by way of his 2-1 score.

Shipley pitted his Dasco Transport/Answer/Silkolene YZ250 up against the Yamaha of his longtime rival Brian McNeill in both motos of Over 30 A racing, but moto two was by far the best. Shipley led the way from the drop of the gate while McNeill's YZ hovered right on Shipley's rear fender until the last lap. As the pair blasted past the flag, it was Shipley taking the nod by mere inches. Birch Creek's gate man, Todd Marshall, got relieved of his duties long enough to go out and record a pair of third-place rides.

In Pro-class racing, one rider started off like gangbusters, looking as though he would take the overalls in both the 125cc A and 250cc A contests, but at race's end there was somebody else on top of the podium. Mark Wagner grabbed just about every holeshot and proceeded to lead a strong field of Yamahas around the track. Wagner did manage to pull off the first-moto win in 250cc A racing, just barely edging out Tri-City Yamaha's Chad Newton and Brewers Cycles' Chris Anstead, but his second 250cc A win was not to be. Wagner banged himself up pretty badly in the first 125cc A moto and was clearly off the pace when the second 250cc A moto left the gate. As far as Newton was concerned, it didn't matter anyway, because he was flawless in the second moto, and he took a comfortable win over Anstead, as Wagner held on to third.

The mixed bag of results ended up putting Newton at the top of the podium, with Wagner securing second over Anstead. Just missing out on a podium finish was Shipley, who turned in a set of consistent fourth-place rides in the 250cc A class for fourth. Mike Martin rounded out the top five with a score of 3-5.

Results

50 SHAFT: 1. Jay Roberts (Suz); 2. Michael Curry Jr. (Yam); 3. Garrett Pickett (Yam).
50 (4-6): 1. Donald Tilley (Cob); 2. Alex Wilkins (KTM); 3. Steven Good (KTM); 4. Ryan Zimmer (Cob); 5. Taylor Mills (KTM).
50 (7-8): 1. Alex Hindle (Cob); 2. Bobby Buhr (Cob); 3. Ryan Smith (KTM); 4. Kyle Fitzwater (Cob); 5. Travis Poole (Cob).
60 (7-9): 1. Taylor Futrell (KTM); 2. Tyler Newton (Kaw); 3. Brad Haar (Kaw); 4. Bobby Buhr (Cob); 5. Kris Wilkins (KTM).
60 (10-11): 1. Ryan Shonyo (Kaw); 2. Seth Miller (Kaw); 3. Tray Dobson (Kaw); 4. Glen Martin. (Kaw); 5. Trenton Woolson (Kaw).
80 (7-11): 1. Ryan Fitzwater (Kaw); 2. Jeb Gaskill (Hon); 3. David. Mitchell (Yam); 4. Taylor Futrell (KTM); 5. Lucas Bauer (Kaw).
80 (12-13): 1. Matt Miller (Suz); 2. Randy Newkirk (Kaw); 3. Sam Fitzwater (Kaw); 4. David Bauer (Kaw); 5. Wes Gauldin (Kaw).
80 (14-15): 1. Javier Silvarrey (Suz); 2. Matthew Boyer (Suz); 3. Auman Parrish (Hon).
80 D: 1. Hinson Bradley (Suz); 2. Jason Pope (Suz); 3. Jerry Elrick (Hon); 4. Arnold Todd (Yam); 5. Ridge Davis (Yam).
S/MINI: 1. Matt Miller (Suz); 2. Randy Newkirk (Kaw); 3. Sam Fitzwater (Kaw); 4. David Bauer (Kaw); 5. Josh Terry (Hon).
SCHBY: 1. James Barnes (Suz); 2. Brandon Watson (Yam); 3. Robbie Reynolds (Yam); 4. Aaron Rock (Suz); 5. Tommy Spelts (Yam).
125 A: 1. Chad Newton (Yam); 2. Mike Martin (Yam); 3. Chris Anstead (Yam); 4. Mark Wagner (Yam); 5. Allen Alford (Suz).
125 B: 1. Eric Cox (Yam); 2. Bradley Thomas (Kaw); 3. Chad Black (Suz).
125 C: 1. Brandon Watson (Yam); 2. Scott Sartorius (Suz); 3. Jamie Dineen (Suz); 4. Cliff Cobb (Yam); 5. Vincent Deyoung (Kaw).
125 D: 1. Chance Stewart (Yam); 2. Billy Foster (Yam); 3. Mark Harrison (Yam); 4. Ryan Austin (Hon); 5. Brandon Gabbert (Yam).
250 A: 1. Chad Newton (Yam); 2. Mark Wagner (Yam); 3. Chris Anstead (Yam); 4. Scott Shipley (Yam); 5. Mike Martin. (Yam).
250 B: 1. Jason Baldwin (Yam); 2. Joey Anthony (Suz); 3. Stephen Benoy (Yam).
250 C: 1. B.J. Huntsinger (Suz); 2. Jason Geyer (Suz); 3. Vincent Deyoung (Kaw); 4. Stacey Compton (Kaw), 5. Brad Porterfield (Suz).
250 D: 1. Wesley Woolson (Hon); 2. David Blackwell (Yam); 3. Jim McGlynn (Hon); 4. Brian Vick (Kaw); 5. Bob Watson (Suz).
25+ A: 1. Scott Shipley (Yam); 2. Mike Martin (Yam); 3. Nelan McFarland (Kaw); 4. Michael Haga (Yam).
25+ B: 1. Jason Baldwin (Yam); 2. Joey Anthony (Suz); 3. Stephen Benoy (Yam).
25+ C/D: 1. Stacey Compton (Kaw); 2. Dean Ingram (Kaw); 3. Brad Porterfield (Suz); 4. Ray Taylor (Suz); 5. Charles Flanagan (KTM).
30+ A: 1. Scott Shipley (Yam); 2. Brian McNeill (Yam); 3. Todd Marshall (Suz); 4. Allen Alford (Yam).
30+ B/C: 1. Russ Pickett (Yam); 2. David Hobson (Yam); 3. Markus Sanders (Hon); 4. Tony Turner (Yam); 5 Jim Ley (Kaw).
35+: 1. Barry Nelson (Yam); 2. Jay Hauser (Yam); 3. David Hobson (Yam); 4. Jim Ley (Kaw); 5. Brian McNeill (Yam).
40+: 1. Ike De Jager (Suz); 2. Brian Batterson (Yam); 3. Joseph Ogle (Suz); 4. Nick Allen (KTM); 5. Greg Driscoll (Suz).
OPEN/4-STRK: 1. Russ Pickett (Yam); 2. Jay Hauser (Yam); 3. Barry Nelson (Yam); 4. David Howerton (Yam); 5. Mike Curry (Yam).
U/L: 1. B.J. Huntsinger (Suz); 2. Charles Spelts (Yam); 3. Bryan Sutherland (Yam); 4. George Farlow (Kaw).
WMN: 1. Angela Keuntjes (Kaw); 2 Candace Lee (Hon); 3. Beverly Moore (Yam).

Newkirk a hero at Rolling Hills Motocross

By Jay Hauser

REIDSVILLE, NC, JULY 11
The weather forecast for the second round of the seventh annual Ballzee Aggressive Wear Grand Championship Series was for rain, but the riders who stayed at home blew it. As always, the weathermen were off the mark, and since no rain fell during the event, the track was perfect, and with the overcast skies, temperatures were cool. Nearly 200 riders showed up.

Riding a set of Cycle Concepts/SoCal Decal/RNB Racing/Free State Cycles-backed KXs, Randy Newkirk stormed off with a perfect sweep of four moto wins on his way to the 80cc (12-13) and Supermini class wins. As he lives just down the road near Budds Creek in Maryland, Newkirk seemed right at home on the tacky, long, rolling track, and as luck would have it, Newkirk found himself battling with his main competitor from back home.

Ches Beach, Maryland's Brad Smith kept Newkirk honest throughout the first 80cc (12-13) race, the pair battling closely the entire moto. Newkirk held strong and took the moto win over Smith, while a trio of local boys fought it out for the rest of the top five spots. At the flag, it was David Bauer, Wes Gauldin and Andrew Sartorius in third through fifth.

Moto two would prove to be a walk in the park for Newkirk, as Smith went down at the start. As Smith picked himself up, Newkirk was out front and wheelying it all the way to the checkered flag. Newkirk took a comfortable win while Gauldin and company were doing their best to capitalize on Smith's misfortunes. Gauldin grabbed second, which moved him up to second overall on the day, as Bauer stayed steadfast with another third-place ride to make the podium at day's end.

Sartorius held on for fourth in moto two, good for fourth overall, while Smith's ride back to seventh was just enough to squeak him into the top five.

Results

50 SHAFT: 1. T.J. Roberts (Suz).
50 (4-6): 1. Ryan Zimmer (Cob); 2. Donald Tilley (Cob); 3. Joseph Dean (Cob); 4. Taylor Mills (KTM); 5. Ryan Carter (KTM).
50 (7-8): 1. Ryan Smith (KTM); 2. Travis Poole (Cob); 3. Josh Nickles (Cob).
60 (7-9): 1. Brad Haar (Kaw); 2. Ryan Smith (KTM); 3. Trey Hill (Kaw); 4. Jarrod Atkinson (Kaw).
60 (10-11): 1. Ryan Shonyo (Kaw); 2. Tray Dobson (Kaw).
80 (7-11): 1. Jeb Gaskill (Hon); 2. Lucas Bauer (Kaw); 3. Robert Crunley (Yam); 4. Wess Goins (Kaw).
80 (12-13): 1. Randy Newkirk (Kaw); 2. Wes Gauld (Kaw); 3. David Bauer (Kaw); 4. Andrew Sartorius (Hon); 5. Brad Smith (Kaw).
80 (14-15): 1. Javier Silvarrey (Suz).
80 D: 1. Devin Hargett (Hon); 2. Hinson Bradley (Suz); 3. Ridge Davis (Yam); 4. Ben Angel (Kaw); 5. Shane Brady (Suz).
S/MINI: 1. Randy Newkirk (Kaw); 2. David Bauer (Kaw); 3. Josh Terry (Hon).
SCHBY: 1. Jason Bryant (Yam); 2. Christopher Roberts (Kaw); 3. Mel Morgan (Yam).
125 A: 1. Mark Wagner (Yam); 2. Chris Anstead (Yam).
125 B: 1. Jason Bryant (Yam); 2. Eric Cox (Yam).
125 C: 1. Chris Roberts (Kaw); 2. Robbie Poole (Hon); 3. Bryan Nickelson (Hon); 4. Allen Osborne (Suz); 5. Jimmy Long (Yam).
125 D: 1. Chance Stewart (Yam); 2. Bruce Angel (Yam); 3. Derek Whitfield (Hon); 4. Billy Foster (Kaw); 5. Brandon Gabbert (Yam).
250 A: 1. Chris Anstead (Yam); 2. Mark Wagner (Yam).
250 B: 1. Joey Anthony (Suz); 2. Rick Nelan (Yam).
250 C: 1. Chris Roberts (Kaw); 2. Vincent Deyoung (Kaw); 3. Aaron Harmon (Yam); 4. Brad Porterfield (Suz); 5. Kenneth Ormond (Hon).
250 D: 1. Ben Bower (Hon); 2. Brian Vick (Kaw); 3. Bob Watson (Suz); 4. David Blackwell (Yam).
25+ B: 1. Dustin Floyd (Suz); 2. Joey Anthony (Suz).
25+ C/D: 1. Brad Porterfield (Suz); 2. Stacey Compton (Kaw); 3. Tony Turner (Yam).
30+ A: 1. Brian McNeill (Yam).
30+ B/C: 1. David Hobson (Yam); 2. Jim Ley (Kaw); 3. Markus Sanders (Hon); 4. Mitch Crumley (Suz); 5. Tony Turner (Yam).
35+: 1. Brian McNeill (Yam); 2. Mark Williamson (Yam); 3. David Hobson (Yam); 4. Jim Ley (Kaw); 5. Barry Nelson (Yam).
40+: 1. Nick Allen (KTM); 2. Greg Driscoll (Suz); 3. Ken Ferrell (Yam); 4. Tim Davis (Kaw); 5. Bruce Highan (Kaw).
OPEN/4-STRK: 1. David Dunbar (Yam); 2. David Howerton (Yam); 3. Barry Nelson (Yam); 4. Brad Trotter (Hon).
U/L: 1. Raleigh Deel (Suz); 2. George Farlow (Kaw).

Upton unstoppable at Perris Motocross

By Kenny Morris

PERRIS, CA, JULY 17
At round four of the Hot Summer Night Series at Perris Raceway, Donald Upton took a short break from the AMA Nationals to return to his home track and win the second moto to score first overall in the highly anticipated Pro class.

As the gate dropped, Oscar Valdez, oozing tons of confidence after his top-10 finish at his first supercross race, looked as though he had been shot out of a cannon, carrying the front wheel all the way to the first corner to take the lead. Ivan Tedesco - one of the hottest prospects in the Pros - was in second, and Joel Nelson was in third. After crashing in the first corner, Upton dusted himself off, picked up his bike and set off after the pack.

Out front, Valdez was beginning to pull to a five-second lead ahead of Tedesco, both of them setting a pace which Nelson couldn't match. A determined Upton closed the gap on fourth-placed Ryan Dudex. Tedesco was searching for faster lines, shooting through sweepers as though they were straight lines, jumping the new mini-quad section, and trying to pass on the insides and outsides of corners, but he just could not get by. Warding off every threat, Valdez was still smooth and confident.

Upton got by Dudex and challenged Nelson for third, passing him with little trouble. On the last lap, Valdez still managed to keep a hard-charging Tedesco at bay. At the checkered flag, it was Valdez with the win, with Tedesco about a wheel behind in second. Upton took third, and Nelson was fourth.

The tables were turned in the second moto: Upton blasted out front with the holeshot, Tedesco was second and Nelson was third, and it was Valdez who was dusting himself off and picking up his bike after crashing in the first corner. Out front, Upton was looking good, but Tedesco - as in the last moto - was right there in second, and Nelson was third. Tedesco ripped through the good lines he'd selected, neither losing nor gaining ground. Upton still held a five- to six-second lead. Valdez passed Dudex and moved into fourth.

At moto's end, it was Upton with the win, followed by Tedesco, Valdez and Nelson.

Results

50 MOD (4-6): 1. Justin Jeffers (KTM).
50 (7-8): 1. Johnny Jelderda (Lem); 2. Cody Tithof (KTM).
50 MOD (7-8): 1. Johnny Jelderda (Lem); 2. Jake Canada (Cob).
60 BEG: 1. Adrian Fuller (KTM); 2. Cody Tithof (KTM); 3. Kia Pattism (KTM); 4. Marcus Carrillo (Kaw); 5. Jonathan Horgan (Kaw).
60 NOV: 1. Chapman Fiene (Kaw); 2. George Jeffers (Kaw); 3. Richard Sterling (Kaw).
60 INT: 1. Danny Gonzales (Kaw); 2. B.J. Bohrer (KTM); 3. Shawn Hayes (KTM).
60 OPEN: 1. Trent Pugmire (Kaw); 2. Chapman Fiene (Kaw); 3. Danny Gonzales (Kaw); 4. Marcus Carrillo (Kaw).
80 BEG: 1. Garrett Iwanicki (Suz); 2. Jeff Bell (Suz); 3. Tyler Sievers (Kaw); 4. B.J. Bohrer (Yam); 5. Bryan Brimhall (Suz).
80 NOV: 1. Kenny Clark (Yam); 2. Adam Benavides (Hon).
80 INT: 1. Jared Brown (Yam); 2. Kevin Breid (Yam); 3. Chase Meneike (Yam); 4. Michael LaPaglia (Suz).
S/MIMNI: 1. Jared Brown (Yam); 2. Chase Meneike (Yam); 3. Kevin Breid (Yam); 4. Adam Benavides (Hon); 5. Michael LaPaglia (Suz).
125 BEG: 1. Jeremy Roberts (Kaw); 2. Roy Black (Kaw); 3. Dave Stultz (Suz); 4. Nathan Paminthan (Suz); 5. Aaron Magness (Yam).
125 NOV: 1. Isaac Oshita (Yam); 2. Micki Griffin (Yam); 3. Billy Arone (Suz); 4. Israel Ochoa (Suz); 5. Scott Butrell (Yam).
125 INT: 1. Sean Hamlin (Yam); 2. Nathan Craig (Suz); 3. Brian Behnen (Yam); 4. Ray Hensley (Yam); 5. David Rees (KTM).
PRO: 1. Donald Upton (Hon); 2. Ivan Tedesco (Yam); 3. Oscar Valdez (Yam); 4. Joel Nelson (Yam); 5. Ryan Dudex (Yam).
250 BEG: 1. Sunny Garcia (Hon); 2. Wade Henderson (Kaw); 3. David Lipich (Hon); 4. Mark Rayner (Hon); 5. Ryan Orr (Yam).
250 NOV: 1. Garth Tarlow (Kaw); 2. Manny Jubala (Yam); 3. Andy Bakken (Yam).
250 INT: 1. Bullfrog Newcomer (Kaw); 2. Scott Sease (Hon); 3. Rudy Rodriguez (Kaw);4. Jazet Deutsch (Suz); 5. Brandon Milstead (Suz).
25+ BEG: 1. Bill Anderson (Yam); 2. Gabe Tarr (Yam).
25+ EX: 1. Ray Thompson (Kaw).
30+ BEG: 1. Scott Brown (Yam).
30+ NOV: 1. Glen Davrach (Yam); 2. Chris Hughey (Suz); 3. David Vinlich (Hon); 4. Chris Muluania (Hon).
40+ BEG: 1. Remy Paminthan (Suz); 2. Charles Tzinberg (Yam).
40+ NOV: 1. G.L. Williams (Yam); 2. Bill Shultz (Yam); 3. Bill Cotton (Suz); 4. Bart Brimhall (Kaw).
40+ EX: 1. Mike Altenhofel (Hon).

Jorgensen jostles to two at Lodi ST and TT

By Mike Law

LODI, CA, JULY 24
Pro Expert Toby Jorgensen of Stockton scored two come-from-behind wins in the big-money classes as he bested Northern California's finest in the Open A and Pro Expert short-track main events. Tony Souza scored holeshots in both races, while in moto one Jorgensen ran about third during the opening lap. Jorgensen quickly settled into a rhythm and knocked off riders - metaphorically speaking - and then set his sights on Souza. Jorgensen worked Souza for several laps and then powered by him with one of his famous swoop-and-pass moves. Once in front, Jorgensen rode home to the winner's circle by a comfortable margin.

Equally impressive on the short track was Jeff Gabhart, who scored decisive victories in the Pro Sport short-track event aboard his very fast PH Racing Rotax, and in the 250cc class aboard an ultraquick Honda. Gabhart basically ran wire to wire in the Pro Sport, but he had to work for his 250cc win against his nemesis, Riley Cox. Cox led the race for the better part of the event until Gabhart slipped underneath in the third turn of the white-flag lap.

TT riders Tony Rose and Marty Weisler brought the crowd to its feet in an absolute dog-fight in the combined 250cc/Open main event. Rose gobbled up the holeshot, so Weisler had to contend with Rose's rear fender for several laps. Weisler patiently applied pressure through the infield before making the pass on the fifth lap. Rose, feeling the pressure, cranked his throttle a little more on the following lap and repassed Weisler to regain the lead. When the white flag flew, Weisler pulled out the stops and passed

Crystal Williamson (11) launches over the finish-line jump at the Harrison County fairgrounds in Cadiz, Ohio. Crystal rode smooth as glass to secure the 80cc Extra-class victory.

Rose once again. When the checkered flag flew, Weisler had the drive and momentum, and he took the checkered flag ahead of his rival.

Results

Short Track:

P/W STK A: 1. Ryan Law (Yam); 2. Chad Cose (Yam).

P/W STK B: 1. Jess Garcia (Yam); 2. Danielle Caldeira (Yam); 3. Bobby Caldeira (Yam).

P/W STK C: 1. Angela Fragoso (Yam); 2. Bryant Calzado (Suz).

60 B: 1. Sean Jones (Kaw); 2. Cody Anselmi (Kaw); 3. Lauren Wallace (Kaw).

60 C: 1. Frankie Garcia (Kaw); 2. Alyssa Brionez (Kaw).

80 A: 1. Jared McWhirter (Hon); 2. Nick Moore (Yam).

80 B/C: 1. Steve Bonsay (Kaw); 2. Chris Borjas (Yam).

250: 1. Jeff Gabhart (Hon); 2. Riley Cox (Yam); 3. Jason Grewe (Suz); 4. Brandon Carnahan (Yam).

VINT LATE MODEL: 1. Steve Hall (Yam); 2. Jesse Vankol (Yam); 3. Mark Woodward (Hon).

VINT TW: 1. Sherman Lee (Tri); 2. Robert Hardmeyer (Tri).

VINT 40+: 1. Jesse Kreyling (Hon); 2. Bill Flett (Tri); 3. Carter Fisher (Tri).

VINT 250: 1. Jeff Corankoff (Bul); 2. Geoff Quinn (Hon).

OPEN A: 1. Toby Jorgensen (CCM); 2. Tony Souza (Rtx); 3. Jesse Sanchez (W-R); 4. Hisateru Tanaguchi (Hon); 5. Geramy Rackley (W-R).

OPEN B: 1. Brandon Inderbitzin (Yam); 2. Armando Rodriguez (Yam); 3. Riley Cox (Yam); 4. Jesse Vankol (Rtx); 5. James Mahar (Rtx).

OPEN C: 1. Tony Rose (Yam); 2. Jeremy Hannah (Hon); 3. Gary King (Rtx); 4. Scott Jacques (Hon); 5. Charles Nance (Hon).

PRO SPT: 1. Jeff Gabhart (Rtx); 2. Hisateru Tanaguchi (Hon); 3. Danny Casey (Rtx); 4. Paul Sanburn (Rtx).

PRO EX: 1. Toby Jorgensen (CCM); 2. Tony Souza (Rtx); 3. Mark Corsetti (W-R); 4. Rob Damron (Hbg); 5. Geramy Rackley (W-R).

TT

P/W STK A: 1. Chad Cose (Yam); 2. Ryan Law (Yam); 3. Kyle Anselmi (Yam).

P/W STK B: 1. Jess Garcia (Yam); 2. Frankie Flores (Yam); 3. Danielle Caldeira (Yam); 4. Bobby Caldeira (Yam).

P/W STK C: 1. Shane Jones (Yam); 2. Bryant Calzado (Suz); 3. Angela Fragoso (Yam).

60: 1. Sean Jones (Kaw); 2. Cody Anselmi (Kaw); 3. Frankie Garcia (Kaw); 4. Lauren Wallace (Kaw).

80: 1. Nick Moore (Yam); 2. Jared McWhirter (Hon); 3. Steve Bonsey (Kaw); 4. Chris Borjas (Yam); 5. Jason Perez (Yam).

VET/VINT: 1. Steve Hall (Yam); 2. Billy Arbogast (Suz); 3. Eric Weisler (Yam); 4. Bob Casey (Yam); 5. Robert McDonnell (H-D).

250/OPEN: 1. Marty Weisler (Rtx); 2. Tony Rose (Yam); 3. James Maher (Hon); 4. Jason Grewe (Suz).

Williamson smooth as glass at Cadiz Faircross

By Bart A. Barok
Photo by Mike Lewis

CADIZ, OH, JULY 16

On a warm Friday night, Crystal "Pinky" Williamson showed everyone in the 80cc Extra class the fast way around the American Motosports-designed faircross course laid out on the infield of the Harrison County fairgrounds.

At the drop of the gate, Williamson got a great start and led the pack down the 60-yard straightaway to the first turn. Following her KX through the 180-degree turn, a portion of the pack got hung up on a fallen rider on the inside of the right-hander, causing a bit of a melee. One of those caught in the pack was Scott Hickenbottom, who rounded the first turn and headed for the whoops in fifth place. With the extra-long one-moto format, Hickenbottom had plenty of laps to make up the distance between himself and Williamson. However, Williamson rode well and maintained a five-second lead throughout the moto for the win. Scott made his way through traffic and finished a strong second, followed by Justin Lagowski in third.

In both the Over 25 and Over 30 classes, Marty Berberich rocketed his Honda of Troy-backed machine into the lead off the start and was able to hold off the charges of Bill Reiss and Richard Custard Jr. Reiss took second-place honors in the Over 25 event, followed by Custard, while the order was reversed in the Over 30 class.

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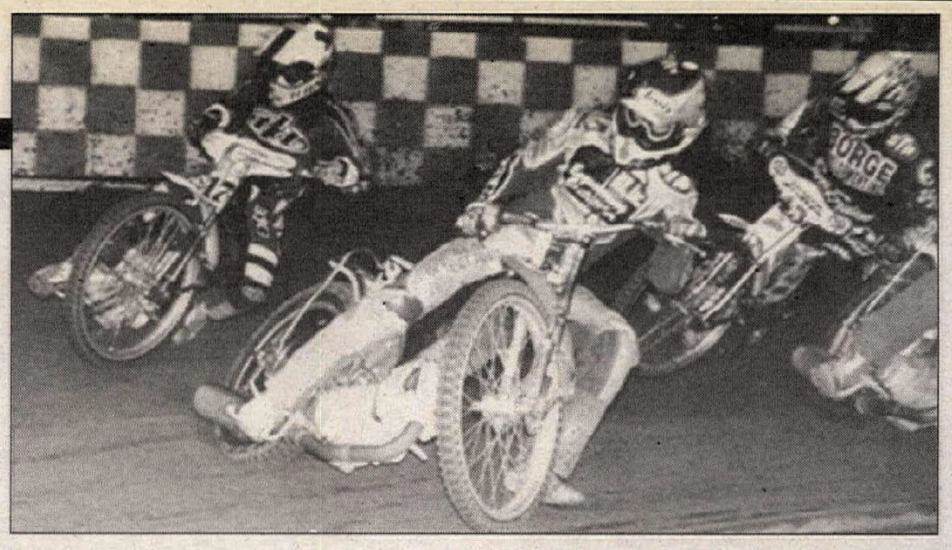

(Left)Motocross action gets under way at Mount View Cycle Park in Sandy, Oregon, where Mike Storm took top honors in both the 125 and 250cc B classes.
(Above)Mike Faria (on the inside) leads Greg Hancock (on the outside) and Charlie Venegas in the Scratch main in Auburn, California. They finished in that order.

In the Micro classes, Westen Hale and Jordan Strickland from Oak Hill, Ohio, took home the first-place trophies.

Results

MICRO (4-6): 1. Westen Hale (Cob); 2. Kyle Cottrill (Cob); 3. Jesse Dellapenna (Cob).

MICRO (7-8): 1. Jordan Strickland (Cob); 2. Andrew Murnane (Cob); 3. Steven Thompson (KTM).

65: 1. Ryan Allbaugh (Kaw); 2. Kyle Ditcher (Kaw); 3. Joey Leadbeater (Kaw).

MINI JR: 1. Levi Kilbarger (KTM); 2. Carl Custard (Hon); 3. Kyle Ditcher (Kaw).

MINI SR: 1. Scott Hickenbottom (Hon); 2. Kevin Ott (Kaw); 3. Crystal Williamson (Kaw).

MINI EXTRA (9-15): 1. Crystal Williamson (Kaw); 2. Scott Hickenbottom (Hon); 3. Justin Lagowski (Hon).

SCHBY: 1. Ricky Custard (Hon); 2. Adam Roeder (Hon); 3. Chris Leadbeater (Yam).

125 B: 1. Greg Carpenter (Suz); 2. Gregory Howell (Kaw); 3. Chris Leadbeater (Yam).

125 C: 1. Dan Madden (Yam): 2. Travis Young (Yam); 3. Kyle Ringwald (KTM).

250 B: 1. Matt Bores (Suz); 2. Ernie Caldrone (Hon); 3. Jeremiah Kail (Kaw).

250 C: 1. David Hull Jr. (Hon); 2. Rob Hooper (Suz); 3. Tony Young (Hon).

OPEN: 1. Bart Barok (Hon); 2. Dwight Voltz (Kaw); 3. Mark McDaniel (Yam).

16-24: 1. Tony Robinson (Hon), 2. Matt Bores (Suz); 3. Greg Carpenter (Suz).

25+: 1. Marty Berberich (Hon); 2. Bill Reiss (Hon); 3. Richard Custard (Hon).

30+: 1. Marty Berberich (Hon); 2. Richard Custard (Hon); 3. Bill Reiss (Hon).

40+: 1. Bill Reiss (Hon); 2. Gerry Bennett (Hon); 3. Gary Delph (Hon).

Storm rages at Sandy MX

By Pat Dougherty

SANDY, OR, AUG. 8

Not a raindrop fell all day, but there was a thunderstorm at Mount View Cycle Park when the SMP/Sub Zero Mfg./Devol Racing/PBI Sprockets/St. John's Kawasaki-backed Mike Storm hit the track. The standout from Beaverton, Oregon, was a perfect four for four in the tough 125cc B and 250cc B classes.

After Storm took a couple of holeshots and wins in the first round of motos, the starts were proving to be very important. However, a "bump" (albeit unintentional) around the first turn by Sandy, Oregon's own Dan Hewitt on his Honda turned another holeshot into a soil sample. Going from first to worst didn't phase Storm, but instead it fired him up, and he took off after the 13-rider pack from 80 yards back. Passing was hard to do for everyone but Storm as he blitzed through the field and eventually stuck his Kawasaki back up front - an awesome effort.

Another standout was "Jumpin" Justin Keeney, out of Lebanon, Oregon, who performed the hat trick, spanking all the kids in the 60cc, 80cc and Supermini classes! It was the 10-year-old's last ride on the 60, and boy, does he look sharp on the 80! Keeney has been known to jump things on his 60 that keep a lot of the bigger bikes grounded.

Results

50 (4-6) OIL-INJ: 1. Evan Nystrom (Yam); 2. Brody Thom (Yam); 3. Paul Nelson (Yam).

50 (4-6) STK: 1. Landon Currier (Cob); 2. Nick Gubser (KTM); 3. Austin Rose (KTM); 4. Rook Jewell (KTM); 5. Austin Ullrich (Hon).

50 (7-8) STK: 1. Joey Ruminer Jr. (KTM); 2. Gared Steinke (KTM); 3. Nickolas McMillen (Cob); 4. Frankie Boncz (Cob); 5. Ryan Nystrom (Pol).

60 (7-8): 1. Rhett Johnson (Kaw); 2. Taylor McKee (KTM); 3. Danny Gubser (Kaw); 4. Gared Steinke (KTM); 5. Joshua Bland (Kaw).

60 (9-11): 1. Justin Keeney (Hon); 2. Jonathan Gaprio (Kaw); 3. Tyler Riehl (Kaw); 4. Sean Ekerson (Kaw); 5. Steven Martinez (Kaw).

80 (7-11): 1. Justin Keeney (Hon); 2. Ross Johnson (Yam); 3. Craig Ehnat (Yam); 4. Keith Batterson (Kaw); 5. Todd Nelson (Kaw).

80 (12-13): 1. Kenny Webster (Kaw); 2. Cody Buyas (Kaw); 3. Derrick Hakes (Hon) ; 4. Zach Hallcumb (Hon).

80 (14-15): 1. Benjamin A. Swendsen (Kaw); 2. David Rose (Kaw); 3. Chris Leiby (Yam).

80 D: 1. William Proms (Hon); 2. Jeffrey Harrison (Kaw); 3. Eddie Payne (Kaw); 4. Jason Laudermilk (Kaw); 5. William Brown (Kaw).

S/MINI (12-15): 1. David Rose (Kaw); 2. Kenny Webster (Kaw); 3. Derrick Hakes (Hon); 4. Chris Leiby (Yam); 5. Cody Buyas (Kaw).

S/MINI (9-11): 1. Justin Keeney (Hon); 2. Ross Johnson (Yam); 3. Craig Ehnat (Yam); 4. Keith Batterson (Kaw); 5. Todd Nelson (Kaw).

125 B: 1. Michael Storm (Kaw); 2. Jody Deitz (Kaw); 3. Dan Hewitt (Hon) ; 4. Rory Sullivan (KTM); 5. James Hanson (Yam).

125 C: 1. Royce Devol (Suz); 2. Kyle Versteeg (Yam); 3. Bryan Thiebedeau (Kaw); 4. Steve Miller (Suz); 5. Dan Sobole (KTM).

125 D: 1. Joey Lancaster (Hon); 2. Lucas Buyas (Yam); 3. Bryan Campbell (Hon); 4. Matt Nichols (Yam); 5. Tyler Broms (Hon).

250 A: 1. Terry Lee Hamness Jr. (Kaw); 2. Robb Manning (Yam); 3. Mike Hamness (Suz).

250 B: 1. Michael Storm (Kaw); 2. Tracy Johnson (Yam); 3. Ryan Metzler (Suz); 4. Bryan Clevenger (Hon); 5. Anthony Thom (Hon).

250 C: 1. Steve Miller (Suz); 2. Taft Matherly (Yam); 3. Jacques Varner (Kaw); 4. Wayne Manning (Kaw); 5. Philip Battaglia (Hon).

250 D: 1. Brittan Burlingame (Yam); 2. Lucas Buyas (Kaw); 3. Tom Miltenberger (Kaw); 4. Andy Ashley (Kaw); 5. Scott Farrell (Kaw).

WMN (12+): 1. Jennifer Wilson (Hon); 2. Nikki Harris (Kaw).

25+ A/B: 1. Terry Lee Hamness Jr. (Kaw); 2. Mike Hamness (Suz); 3. Todd Hinders (Suz); 4. Tony Coca (Hon); 5. Terry L. Hamness Sr. (Kaw).

25+ C: 1. Barry Selley (Kaw); 2. Matthew Burrell (Hon); 3. Jacques Varner (Kaw); 4. Taft Matherly (Yam); 5. Wayne Manning (Kaw).

30+ A: 1. Robb Manning (Yam); 2. Tony Coca (Hon); 3. Bryan Birkestol (Suz); 4. Greg Rodgers (Hon).

30+ B: 1. Todd Hinders (Suz); 2. Philip Battaglia (Hon); 3. David Schmid (Suz); 4. Keith Cayton (Kaw); 5. Patrick Dougherty (Suz).

30+ C: 1. Chad Huston (Hon); 2. Chip Chapman (Suz); 3. Jim Herb (Suz); 4. Michael Ekerson (Hon); 5. Alex Schon (Yam).

40+ A: 1. Greg Rodgers (Hon); 2. Tom Rowland (Kaw); 3. Alan Evans (Yam); 4. Terry Hamness Sr. (Kaw); 5. Ron E. Hudson (Yam).

40+ B: 1. Larry McCarthy (Hon); 2. Boe Teasdale (Kaw); 3. David Overacker (Yam); 4. Doug Jenkins (Hon); 5. Bob Meadows (KTM).

40+ C: 1. Jeffrey Lancaster (Hon); 2. Donald Ewing (Kaw).

BTH: 1. Bryan Clevenger (Suz); 2. Tracy Johnson (Yam); 3. Rory Sullivan (Yam); 4. Jody Deitz (Kaw); 5. Royce Devol (Suz).

OPEN B/C: 1. Alan Evans (Yam); 2. Ken Palfenier (Yam); 3. Bob Meadows (KTM).

OPEN D: 1. Mark Moore (Hon); 2. R. Bruce Le Blanc (Yam); 3. Todd Puckett (Hon).

Daniels tames the "Wild Thing" at Rock River HC

By Bud Northrup

POLO, IL, JULY 19

It was bound to happen sooner or later: The "Wild Child," Tommy Daniels, would figure out how to ride his "Wild Thing" fast, yet under control. Daniels first rode his brutally powerful Kawasaki Triple in 1998, suffering many hard crashes, injuries and hospital trips, as it proved to be incredibly fast but almost impossible to ride safely. This year, however, Daniels put the "Wild Thing" in a beautiful new KX500-based frame and spent most of the summer getting the bugs out. Everything came together for him at the Rock River Riders' hillclimb, as Daniels flew the triple over the top in a blistering 3.473 seconds to take the 750cc-class win and the Fast Time trophy.

"Fast Andy" Fortner was Daniels' closest challenger. Fortner, also riding a fast triple "Hondasaki," had delivered the fastest time in the 750cc class with a 3.953-second ride on his first ride, while Daniels crashed at 72 feet. Fortner's time was also fastest overall at that point, but Wade Schultz slipped under him in both the Open and Pushrod classes later in the first round. Fortner responded with a breathtaking 3.567-second ride on his triple in the second round to apparently put a lock on the Fast Time trophy. But then Daniels unleashed his triple, screaming over the top to take the class win and set a new fast time to which no one else would even come close. Wade Schultz, Boots Weber and Robin Senn, all riding Yamaha twins, filled out the third, fourth and fifth spots.

Fortner had a pretty good day, however, remaining unbeaten this season in the 600cc class. He had to come from behind, however, as he crashed at 128 feet on his first ride, and Kaleb Northrup had set a 4.365-second time to beat about halfway through the second round. Fortner sailed his CR500 high over the top with a brilliant 3.865-second time to take the lead. Paul Hackbarth also delivered an excellent second ride, turning in a 3.896-second run for second, while Frank Kopetko slipped into third with a 4.128-second time. Northrup finished fourth, with Kevin McKay claiming fifth with a 4.376-second effort.

"Wild Wade" Schultz had another excellent day, posting wins on his Harley in both the Open and Pushrod classes.

Results

50 YTH: 1. Derek Swanson (KTM); 2. Mike Kopetko (Suz); 3. Aaron Wiemken (Act); 4. Justin Moore (KTM); 5. Ian Langonfeld.

85 YTH: 1. Dan Myers (Hon); 2. Adam Book (Hon); 3. Jacob Tackitt (Yam); 4. Jake Lewis (Kaw); 5. Chris Senn (Suz).

200: 1. Scott Sheets (Kaw); 2. Glenn Fuegen (Kaw); 3. Jerome Beckley (Kaw); 4. Kelly Senn (Kaw); 5. Frank Kopetko (Kaw).

250: 1. Craig Scholz (Hon); 2. Lloyd Haas (Yam); 3. Eric Wheelwright (Yam); 4. Brent Stewart (Yam); 5. Glenn Fuegen (Hon).

400: 1. Brent Stewart (KTM); 2. Paul Hackbarth (KTM); 3. Marc Stamm (Yam); 4. Steve Shafer (Yam); 5. Bill Myers (Suz).

600: 1. Andy Fortner (Hon); 2. Paul Hackbarth (Hon); 3. Frank Kopetko (Kaw); 4. Kaleb Northrup (Hon); 5. Kevin McKay (Kaw).

750: 1. Tom Daniels (Kaw); 2. Andy Fortner (Kaw); 3. Wade Schultz (Yam); 4. Boots Weber (Yam); 5. Robin Senn (Yam).

OPEN: 1. Wade Schultz (H-D); 2. Lane Schultz (Nor); 3. Scott Sheets (H-D); 4. Kaleb Northrup (Tri); Mark Kirking (H-D).

SR: 1. John Steffen (KTM); 2. Terry Bailey (H-D); 3. Dwight Curran (Yam); 4. Kevin McKay (Kaw); 5. Ken Kruser (Hon).

PROD: 1. Wade Schultz (H-D); 2. Kaleb Northrup (Tri); 3. Bob Fisher (H-D); 4. Terry Bailey (H-D); 5. Steve Shafer (H-D).

FAST TIME: Tom Daniels, 3. 473 (Kaw).

Faria awesome at Auburn Speedway

By M. Sober
Photo by Gen Moore

AUBURN, CA, JULY 16

Three-time U.S. National Speedway Champion "Flyin'" Mike Faria celebrated the perfect Northern California Speedway evening with an impressive Scratch main win over current U.S. Champion Greg Hancock, whose return to the scene where he captured his most recent U.S. National Speedway title was less than inspiring, due to mechanical difficulties, overzealous handicap starts and the hot summertime single-line racing surface.

"I knew the success of my meeting was in jeopardy when I broke a valve spring warming up my bike in the pits before the start," said Hancock with a grin. "That rolling penalty in my Handicap semi was just overeagerness. Sammy caught me rolling, and I should know better than that by now."

Hancock didn't qualify for the Handicap main, but Mike Faria, Jimmy "The Jammer" Sisemore and Bart Bast did, and they all lined up on the 50-yard line. The other three finalists were Robert Curry, Ian Ferris and Ian Essary, who all lined up on the 20. Curry got the best gate from the 20, and Essary and then Ferris fell in behind as the trio ran through the first turns. Meanwhile, Faria, the first back-yardage rider off the line, moved into fourth, with Sisemore and Bast right behind. Once Curry established himself in the lead, he started putting some distance between himself and Essary, who was in turn being followed closely by Ferris. It took the back-yardage veterans more than half of the race's five laps to move up behind Ferris, and by that time Curry was long gone. Essary finished second, Ferris maintained third, and fourth through sixth went to Faria, Sisemore and Bast.

In the Scratch main, Bobby Hedden drew the inside starting position. Faria was in lane two, Charlie "The Edge" Venegas was in three, and Hancock was on the outside. Faria was the first away when the starting tapes went up, but Hancock was on the throttle, trying to sweep around the leader as the field circled through the first set of turns. Hancock drew up beside Faria on the back straight as the field completed the first lap. On the second lap, Hancock was still wide and had the unenviable task of trying to make up ground on the outside line.

"I got a little, friendly nudge from Faria," Hancock said, explaining his apparent bobble. "I felt his pipe against my leg and had to straighten up a bit. After that, I couldn't catch him."

Once Faria separated himself from Hancock, it seemed he would have a clear run to the checkers, but apparently that wasn't the case.

"I started praying on the last lap and looking for the checkered flag," said Faria. "My engine started making noise on the last lap and I thought it was going to give it up. Luckily it held on."

Hedden beat Venegas out of the box from the pole at the start, but ended up giving the third spot away late in the race, and he finished fourth.

Results

SCR: 1. Mike Faria (GM); 2. Greg Hancock (Jaw); 3. Charlie Venegas (Jaw); 4. Bobby Hedden (Jaw).

HDCP: 1. Robert Curry (Jaw); 2. Ian Essary (Jaw); 3. Ian Ferris (Jaw); 4. Mike Faria (GM); 5. Jimmy Sisemore (GM).

D-2: 1. Donnie Robinson (Jaw); 2. Rachelle Kerr (Jaw); 3. Tom Adams (Wes).

D-3: 1. Robert Mellor (Wes); 2. Chris Hall (Jaw); 3. Jamie Hughes (Jaw).

D-1 JR: 1. Eric Carrillo (Jaw); 2. Bryan Yarrow (Jaw); 3. J.J. Martynse (Wes).

D-2 JR: 1. Brenton Bast (BSA); 2. J.T. Mabry (Jaw); 3. Greg Hooton (Wes).

D-3 JR: 1. Danny Easley (Wes); 2. Chris Olney (Wes); 3. Mark Carrillo (Wes).

Davis has a hoot at Carlsbad Motocross

By Bob Alloy

CARLSBAD, CA, JULY 17

At Carlsbad MX, 33 eager Riverside OTMX racers blasted away out there on the long, rugged, natural-terrain course on a perfect day. Master A-class racer Hootie Davis put on an excellent show of power and endurance. He won big-time, with two holeshot starts and lightning speed.

Master B rider Tim Daily took the early lead in moto one, with Jack Roten following threateningly close. Roten kept the pressure on and doggedly challenged all the while, but Daily held his course and secured his win.

Daily was still in the winning groove in moto two, as he put his KTM into the lead and managed to hold the pack at bay to wrap up another win. Dennis Middleton earned second.

George Spearing set a fast pace for the other Experts as he led the action from start to finish, to earn first. After a poor start, Dave Wallace quickly powered through the pack and finished second. Jim McConnell wrapped up third.

Wallace launched into the lead in moto two and kept it all the way to the checkers. Mike Brooks was in second for three laps until Spearing shot past him. Spearing kept his momentum going, crossing over with second. Brooks was third.

Amateur Barry Hale was unbeatable, racing his KTM into first. Randy Bruce passed Geoff Arnold for second, but it wasn't long until Phil Blackburn blasted past him. Blackburn controlled second for five laps before going down. Bruce inherited second and kept it until the finish. Dennis Rosenberg quickly maneuvered his way through all the traffic for third, despite his lousy start. Arnold was fourth.

In moto two, Steve Holtman was out front for three laps before stalling his bike. This put Rosenberg in the lead, and he kept it that way, beating them all to the finish. Bruce finished second, followed by Blackburn and Holtman.

John Pastore led all the other Novices right up to the finish. Barry Simon controlled second for five laps until Ed Rodzach leaped past and continued ahead to place second. Simon held third, followed by John Webb.

Moto two started with Simon out in front, and he didn't slow down until he had wrapped up first place. Rodzach raced in with second, followed by Pastore and Webb.

Josh Cox (22) flies high on his way to a wire-to-wire win in the 125cc Novice main event at the Stadium Motocross at the Merced Fair in California.

Results

MSTR A: 1. Hootie Davis (Hon).
MSTR B: 1. Tim Daily (Kaw); 2. Jack Roten (Hon).
EX: 1. Dave Wallace (Kaw); 2. George Spearing (Kaw); 3. Jim McConnell (Kaw).
AM: 1. Dennis Rosenberg (Yam); 2. Randy Bruce (Hon); 3. Barry Hale (KTM); 4. Bruce Cornell (Kaw).
NOV: 1. Barry Simon (KTM); 2. Ed Rodzach (Yam); 3. John Pastore (Yam); 4. John Webb (Hon).

Cox scratches out a win at Merced Fair Stadium MX

By Jim Enos

MERCED, CA, JULY 22

Josh Cox and his Kroeker/Thor/Clawson Motorsports-backed Suzuki dominated the 125cc Novice class to take a wire-to-wire main-event win at the second annual AMP/GFI-sanctioned Stadium Motocross. The event was once again sponsored by Merced Powersports, and with the grandstands filled with eager motocross fans, the riders put on a great show.

In the first moto, a qualifying heat to determine gate position for the main event, Scooter McCormick grabbed the holeshot and held the lead for much of the moto. Cox, Richard Farren and Gary Ludlum battled for second until Ludlum went down and Cox decided he wanted to battle with McCormick instead. With time running out on the tight, jump-infested track, Cox made his move and passed McCormick for the lead and the overall victory. McCormick held off Farren for second. Ludlum rebounded to take fourth, while Donovan Styles rounded out the top five.

In the main event, Cox grabbed the holeshot. McCormick had second until he bobbled, dropping to fourth. Styles grabbed second and Ludlum third, and the duo set out after the speedy Cox, but Cox looked smooth and managed to keep them a safe distance behind him for most of the moto. In fact, Cox steadily increased his lead. Meanwhile, McCormick crept up and capitalized on a mistake by Ludlum, who got a little out of shape and went off the track, which forced him to go around the tabletop jump as McCormick sailed overhead, taking over third. The checkered flag waved in Cox, followed by Styles, McCormick, Ludlum and Farren.

In the 60cc Intermediate class, KTM-mounted Dustin Enochs turned a near-last-place start into a hard-fought moto win. Enochs had to make his way through the field, while Tyler Freeman opened up a sizable lead over Dustin Pipes and Greg Fouts. As Pipes moved up to challenge Freeman, lappers became a factor. At about halfway, Enochs caught up to Freeman and Pipes, and the trio waged a heated battle. Enochs took advantage of the lappers to first pick off Pipes with an inside move, and then make his way around Freeman for the eventual victory. Pipes also managed to pass Freeman and snag the runner-up spot, with Fouts taking fourth.

Results

50 (4-6) STK: 1. Jerry Blake Jr. (HM), 2. Hunter Affonso (KTM); 3. Logan Tomlinson (Yam); 4. Landon Cohen (Yam); 5. Eric Flory (Yam).
50 (7-80 STK: 1. Logan Cohen (HM); 2. Zak Fredrickson (Cob); 3. Dillon Perales (KTM); 4. Joshua Phillips (Cob); 5. Tyler Newman (KTM).
50 (0-8) MOD: 1. Shawn Murphy (KTM); 2. Logan Cohen (HM); 3. Zak Fredrickson (Cob), 4. Crystal Layton (KTM); 5. Dillon Perales (HM).
60 BEG: 1. Luke Layton (KTM); 2. Joey Rogers (Kaw); 3. Kyle Bell (Kaw).
60 NOV: 1. Brandon Reyna (Kaw); 2. Andrew Desilagia (KTM); 3. Preston Mull (Kaw).
60 INT: 1. Dustin Enochs (KTM); 2. Dustin Pipes (Kaw); 3. Tyler Freeman (Kaw); 4. Greg Fouts (KTM).

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Team Green Weekend Schedule of Events

FRIDAY, SEPT 3
Amateur Sign-up: 8am
Race Format: One long moto
Rider Fee: $20 ALL CLASSES
Adm. $45 (Fri/Sat/Sun. Ticket; No Refund)

SATURDAY, SEPT 4
Amateur Sign-up: 7am
Race Format: One long moto
Rider Fee: $20 ALL CLASSES
Pro Practice: 3:30pm
Adm. $33 (Sat/Sun. Ticket; No Refund)

SUNDAY, SEPT 5
Adm. $20
125/250cc Pro National MX Championships
Qualifiers: 10:30am
Main Event: 1pm - Rain or Shine
Non-Alcoholic Spectator Area

No Pets
No Glass Containers
No Fireworks
No Scaffolding
Curfrews Enforced
Restricted camp fire area

DIRECTIONS: 12 miles east of PA Turnpike off Rt 22 near Delmont, take Rt 66 N 3 miles then right at VW Bug on pole onto Slickville Road, half mile on right

Thursday: Any parking before 6pm is $25 additional per vehicle. Amateur Sign-up 8pm - 10pm
Begins 6pm Thursday: Weekend camping available for AMA members and families (Fees charged per vehicle)
DELMONT MOTELS: Super 8 (724)468-4888; Holiday Inn Express (800) HOLIDAY
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80 F/T: 1. Travis Dresser (Hon); 2. Amber Newman (Suz); 3. Justin Stanford (Kaw); 4. Broch Mendes (Suz).

80 BEG: 1. Ross Pacheco (Yam); 2. Brandon Freeman (Hon); 3. Kurtis Batey (Yam); 4. Matt Larson (Yam); 5. Cody Woods (Kaw).

80 NOV: 1. Justin Woods (Yam); 2. Casey Hinson (Suz); 3. Rory Radovich (Hon); 4. Dustin Pipes (Suz).

80 INT: 1. Mike Matson (Yam); 2. Jack Van Camp (Yam); 3. Brett Markarian (Suz).

125 BEG: 1. Chris Van Meter (Yam); 2. Mike Starkweather (Yam); 3. Chris Larson (Suz); 4. Kevin Cox (Suz); 5. John Wear (Hon).

125 NOV: 1. Josh Cox (Suz), 2. Donovan Styles (Hon); 3. Scooter McCormick (Suz); 4. Gary Ludlum (Hon); 5. Richard Farren (Suz).

125 INT: 1. Ryan Morais (Yam); 2. Craig Truglio (Kaw); 3. Kelly Quinn (Suz); 4. Robert Harold (Yam); 5. Brandon Jones (Yam).

125 PRO: 1. Kenny Bell (Yam), 2. Mike Newman (Yam); 3. Daniel Blair (Yam).

250 BEG: 1. Thomas Fullam (Yam); 2. David Cox (Kaw); 3. Joshua Maxfield (ATK); 4. Joey Silva (Suz); 5. Kenny Malpus (Yam).

250 INT: 1. J.R. Archutawski (Hon); 2. Kevin Wise (Yam); 3. Gar Quadders (Hon); 4. Tim Decoste (Hon).

250 PRO: 1. Mike Newman (Hon).

25+ BEG: 1. Steven Verrinder (Yam); 2. David Cox (Kaw); 3. Bruce Smith (Yam); 4. Bob Barner (Hon), 5. Jeff Kuykendoll (Suz).

25+ NOV: 1. Joe Alford (Kaw).

25+ INT: 1. Chuck Bradshaw (Yam).

30+ BEG: 1. Thomas Fullam (Yam); 2. Richard Suffecool (Kaw); 3. Andre Alba (Yam); 4. Mike McMannamy (Hbg); 5. Kenny Lapus (Yam).

30+ NOV: 1. Allen Blanco (Yam), 2. Brett Flory (Suz); 3. Doc Bailey (Hbg).

30+ INT: 1. Rick Hollenbeck (Suz).

40+ NOV: 1. Marc Prince (Yam), 2. Darrell Burr (Hon).

Kennedy captures the chips at Las Vegas Motocross

By Dick Goodwin

LAS VEGAS, NV, JULY 17

Racing in the 250cc Novice class at the Las Vegas Motocross Club's Saturday night event, Terry Kennedy got stronger and faster with each moto, coming from behind to best the quarter-liter group.

Pro Grip/Desert Honda's Jeremy Payne led the Novices as the race got under way. Jon Mazlo was able to work his way past him on the first lap. Kennedy came up quickly to pressure Payne for second, finally getting by him on lap four. Mazlo owned race one, however, blasting across the finish line with a good lead. Kennedy led Payne and Eric Hanson past the checkers.

Robert Rusch led the Novices out for the second half, but Mazlo and Kennedy were right on his tail. Kennedy made a couple of fast passes and bolted into the lead. Mazlo bobbled, allowing Payne to challenge Rusch for second. Kennedy sailed across the finish line with a big lead and the overall 250cc Novice crown. Rusch held off Payne for second but could only manage fourth overall to Payne's third. First-moto winner Jon Mazlo recovered to finish fourth, giving him second overall.

Charley Rennie was the man in the Masters Over 25 Intermediate class, racing his Kawasaki to easy victories in each moto. He jumped out in front of James Krumme, Chris Rieffe and Glenn Weidman to take the early lead. Brent Kleinman and Paul Hemsley moved up quickly to join the lead pack. Rennie was on fire, however, and he opened up a huge lead and ran off to the first-moto win. Krumme held an iron grip on second, finishing ahead of Kleinman, Weidman and Hemsley.

Kleinman snapped out of the gate the quickest to start the second stanza, but Rennie made a quick move to take over the lead as Krumme, Bradley Hannig and Marvin Chapman were dicing for third. By the end of the first lap, Rennie and Kleinman had opened up a lead, while Jeff Murphy had joined the battle for third. Rennie kicked up the pace and poured it on all the way to the finish, winning easily. Kleinman was a solid second, ahead of Hannig, Krumme and Weidman. Rennie's two solid victories made him the overall 250cc Intermediate champ, while Kleinman's fine second-moto ride catapulted him into second overall, ahead of James Krumme.

Results

P/W STK (4-6): 1. Dylan Pool (Lem); 2. Joshua Byington (Cob); 3. Brandon Brown (Cob); 4. Jake Mitchell (KTM); 5. David Cabrera (Yam).

P/W STK (7-8): 1. Ronnie Goodwin (Cob); 2. Jeagher LaFountaine (Cob); 3. Zachary Fussell (HM); 4. Jordan Berg (Lem); 5. Andrew Iovino (KTM).

P/W OPEN (4-8): 1. Jeagher LaFountaine (Cob); 2. Zachary Fussell (Pol); 3. Andrew Iovino (KTM); 4. Jordan Berg (Lem); 5. Rikki Mittwede (HM).

60 STK (6-8): 1. Tony Caputo (Kaw); 2. Ronnie Goodwin (Kaw); 3. Andrew Iovino (Kaw).

60 STK (9-11): 1. Jared Partridge (Kaw); 2. Kyle Behling (Kaw); 3. Tony Esposito (Kaw); 4. Andra Camden (Kaw); 5. Sean Thompson (KTM).

60 OPEN (6-11): 1. Kyle Behling (Kaw); 2. Andra Camden (Kaw); 3. Patrick Provencher (Kaw); 4. Tony Esposito (Kaw); 5. Sean Thompson (KTM).

80 STK (7-11): 1. Joshua LaFountaine (Yam); 2. Chris Renzi (Suz); 3. Tony Caputo (Hon); 4. Cody Grobstein (Kaw); 5. Patrick Provencher (Suz).

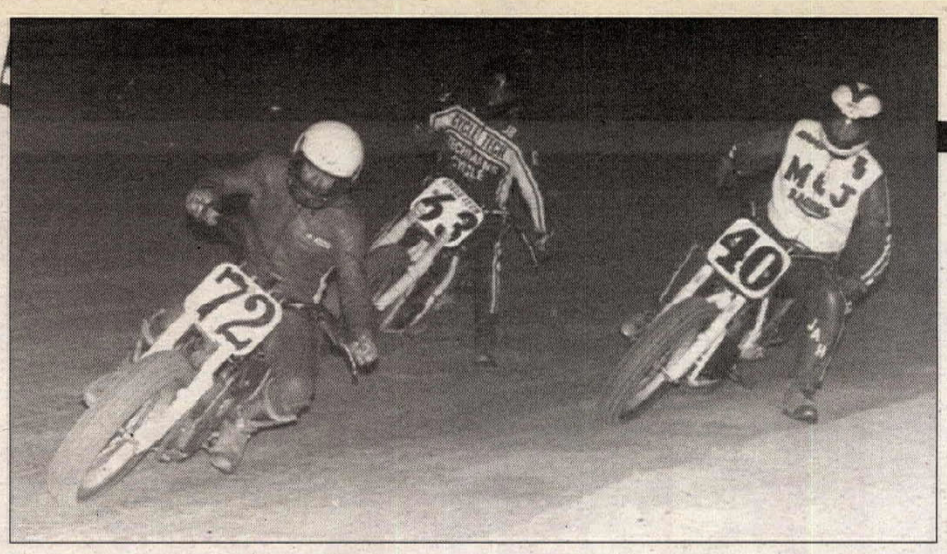
80 STK (12-13): 1. Kyle Partridge (Suz); 2. Jason Lopez (Kaw); 3. Jacob Jones (Hon); 4. Kyle VanHoove (Kaw); 5. Ryan Avellar (Hon).

80 STK (14-16): 1. Derek Costella (Kaw); 2. John Stafford (Kaw); 3. Zack Grobstein (Hon); 4. Stephan Camden (Kaw).

80 OPEN (7-16): 1. Kyle Partridge (Suz); 2. Zack Grobstein (Hon); 3. Derek Costella (Kaw); 4. Jason Lopez (Kaw); 5. Stephan Camden (Kaw).

SUPERMINI: 1. Michael Parker (Hon).

125 BEG: 1. Charles Robinson (Yam); 2. Matt Ongwan (Hon); 3. Trent Triplett (Kaw); 4. Jacob Kotch (Kaw); 5. Ricky Guedry (Kaw).



(Above) Jim Chapman (72) leads Brian Eckert (40) and John Bower (63) in the Super Senior race at the Trail-Way ST in Hanover, Pennsylvania. Bower placed fourth, Eckert came in second and Chapman claimed the victory - to go along with his wins in the 500cc A Two-Valve and 750cc A classes.
(Right) Corey Gustafson (32) blasts to two moto wins in the 80cc Novice class at Carlsbad Raceway in California.

125 NOV: 1. Joseph Page (Yam); 2. Jason Brown (Yam); 3. Joshua Thurgood (Yam); 4. Jade Russell (Suz); 5. Marty Martin (Kaw).

125 INT: 1. Mark Hermann (Kaw); 2. Josh Taylor (Suz).

125 OPEN: 1. Joseph Page (Yam); 2. Mark Hermann (Kaw); 3. Jade Russell (Suz); 4. Jason Brown (Yam); 5. Joshua Thurgood (Yam).

250 NOV: 1. Terry Kennedy (Kaw); 2. Jon Mazlo (Hon); 3. Jeremy Payne (Hon); 4. Robert Rusch (Suz); 5. Ryan Yardley (Hon).

250 INT: 1. Charley Rennie (Kaw); 2. Brent Kleinman (Hon); 3. Jeremy Welch (Yam); 4. Glenn Weidman (Suz); 5. Jeremy Nelson (Hon).

250 PRO: 1. Monte Montague (Yam).

MSTR 25+ BEG: 1. Eric Mitchell (Yam); 2. Chris Slaum (Kaw); 3. Marvin Gleason (Hon); 4. Michael Ferraro (Suz); 5. Randy Hyden (Hon).

MSTR 25+ NOV: 1. Tom Boughton (Suz); 2. Tod Anderson (Kaw); 3. Rusty Whipple (Yam); 4. Lanie Giordano (Yam); 5. Shawn Lampman (Yam).

MSTR 25+ INT: 1. Charley Rennie (Kaw); 2. Brent Kleinman (Hon); 3. James Krumme (Yam); 4. Glenn Weidman (Suz); 5. Bradley Hannig (Yam).

MSTR 25+ EX: 1. Richard Saxton (Kaw); 2. Matt Hermann (Kaw).

SPTSMN: 1. Tim Slick (Hon); 2. Randall Jones (Yam); 3. Kurt Nelson (KTM); 4. Rick Fernandes (Yam); 5. Michael Collins (Kaw).

Chapman cracks open Trail-Way ST

By Len and Ben Breech

HANOVER, PA, JULY 17

For the first time in more than 15 years, Jim Chapman accomplished one of the rarest of achievements: a trifecta, three wins on three different machines. He took the Super Senior event on his Rotax, survived an oil-spray-shortened 500cc A race on his Yamaha, and, since the dumped oil made the race track too dangerous, half of the finals were paid from the heat results, giving Chapman the 750cc A win on his Triumph.

Chapman's Super Senior win was fairly easy. He quickly jumped in front of Brian Eckhart, John Bower and Bruce Miller. While Chapman and Eckhart ran alone after two laps, Mike Keane joined in a battle for third that went down to the final lap, when Miller passed Bower on the outside going into the third turn and held on for the spot.

Chapman has been dominant in the 500cc (or TT Yamaha) class all season, and as his buddy Dave Smith was still getting his bike together, Chapman looked like a shoo-in. He took the lead from Bower, Steve Heiser and Larry Hoffman. Bower sputtered early and dropped back, while Chapman pulled away. After two laps, Bower's bike came around, and he started to make up ground. Coming off the second turn on lap four, his oil-tank plug came loose, spilling on his pipe and tire. He thought he had a leaking rear tire, so he slowed down and headed for the pits, leaving a trail of oil in the groove from the fourth turn and on the front straight. The yellow was displayed, and Chapman slowed, thinking the red should be thrown. Heiser slipped by in the confusion, but after a lap or so, Chapman retook the lead, just as the red came out. After trying for almost an hour to get the hard, heat-baked surface back in shape, the third/fourth-turn area proved too difficult to fix, and the races were called and paid from the heats.

Results

P/W 50: 1. Brett Pugh (Yam); 2. Michael Diffenderfer (Yam); 3. Mitch Harvat (Yam); 4. Cassidy Heiser (Yam); 5. Derek Hersh (Yam).

65: 1. John Lewis (Kaw); 2. Jeff Haldeman (Hon); 3. John Long (KTM); 4. Evan Baer (Kaw); 5. Austin Greenland (Kaw).

85: 1. John Lewis (Hon); 2. Brian Phillips (Yam); 3. Travis Sennett (Yam); 4. Jonathan Jordan (Kaw); 5. Bryan Armstrong (Kaw).

250 A: 1. Joe Zydinsky (Hon); 2. Corey Hormes (Hon); 3. Jared Mees (Hon); 4. Raun Wood (Yam); 5. Damian Kocovinos (Hon).

250 B: 1. Shawn Baer (Rtx); 2. Chris Klinefelter (Hon); 3. Rob Reynolds (Hon); 4. Jeremiah Tyeryar (Kaw); 5. Dave Gotshall (Yam).

500 A 2-VALVE: 1. Jim Chapman (Yam); 2. Steve Heiser (Yam); 3. Larry Hoffman (Yam); 4. John Bower (Yam); 5. Jeff Hughes (BSA).

600 A: 1. Joe Zydinsky (Rtx); 2. Don Mullen (Rtx); 3. Jim Hollister (Rtx); 4. Phil Libhart (Rtx); 5. Ed Hyde (Rtx).

600 B: 1. John Humphrey (Rtx); 2. Ray Stillwell (Rtx); 3. Ken Miller Jr. (Rtx); 4. Gil Smith (Hon), 5. Jonathan Reid (C-A).

750 A: 1. Jim Chapman (Tri); 2. Brian Eckhart (Tri); 3. Mark Miller (H-D); 4. Rick Price (Tri); 5. Phil Libhart (Tri).

30+ SR. 1. Jim Hollister (Rtx); 2. Dallas Baer (Rtx); 3. Ed Hyde (Rtx); 4. David Smith (Rtx); 5. Rick Price (Tri).

S/SR: 1. Jim Chapman (Rtx); 2. Brian Eckhart (Rtx); 3. Bruce Miller (ATK); 4. John Bower (Yam); 5. Mike Keane (Hbg).

50+ SR: 1. Evan Baer (Pol); 2. Bobby Weir (Cob); 3. Jesse Long (Lem); 4. Jeff Haldeman (Lem); 5. John Long (Lem).

SPTSMN: 1. Don Mullen (Rtx); 2. Phil Libhart (Rtx); 3. Joe Zydinsky (Rtx), 4. Aaron Humphrey (Rtx); 5. Raun Wood (Yam).

Tilley, Warsh tops at REM Glen Helen Motocross

By Rocky Hash

SAN BERNARDINO, CA, JULY 24

Z-Racing/Wind-sponsored Mark Tilley pushed his KTM SX to the overall win in a tough 125cc Pro contest while Bonnie Warsh took home the top honors in the always-competitive Vet Beginner class during Racing Enterprises Motorsports' weekly Glen Helen Saturday Motocross.

In the first 125cc Pro moto, "Wild" Willy Musgrave snagged the holeshot. Andreu Labrador stuffed his YZ into second, and Suzuki rider Steve Drew was in third. Tilley had been late to the start, and he spotted the field at least a quarter-lap advantage. Out front, Musgrave held the point for two laps before Labrador slid past him. Tilley rode like a man possessed, passing riders in bunches. By the time the 20-minute moto was half over, he had moved all the way up to fourth, right behind Drew. Over the next half of the race, he passed Drew, then Musgrave, and finally Labrador on the white-flag lap to take over the lead. At the checkers, it was Tilley taking the moto win. Labrador rode in for second, while Musgrave finished up in third.

At the start of moto two, Tilley ripped a clean holeshot and proceeded to check out. Drew ran strong in second for most of the moto, while Labrador held down third. Tilley bobbled in a deep silt switchback section and took a soil sample. Drew was close enough to take advantage and he rode by to take over the lead before Tilley could remount. Drew was able to keep Tilley behind him all the way to the checkered flag for the moto win. Labrador also made a late mistake, which allowed Musgrave to move up to third. On the day, Tilley's 1-2 scores earned him first place. Drew's 4-1 tally was good enough for runner-up, while Musgrave's 3-3 rides earned him third overall.

In the Vet Beginner class, Warsh won both motos aboard her FMF-backed Yamaha. In the first moto, Warsh pulled the holeshot and simply ran away to take the moto win. James Standardi rode in for second, and Mark Hilinski rounded out the top three.

The second moto was much like the first, as Warsh had secured the lead by the end of the first lap. She never looked back, and took the checkered flag some 10 seconds in front of second-placed Standardi. Hilinski again filled out the top three. Overall, Warsh was first, Standardi was second and Hilinski third.

Results

125 BEG: 1. Kris Cranfill (Yam); 2. Andrew Penrose (Kaw); 3. Ken Williams (Yam).

125 JR: 1. Kenny Sievers (Yam); 2. Nick Melanson (Yam); 3. Hansi Leitner (Yam).

125 INT: 1. Revelle Harrison (KTM); 2. Tim Olson (Hon); 3. Chad Frank (Suz).

125 PRO: 1. Mark Tilley (KTM): 2. Steve Drew (Suz); 3. Willy Musgrave (Suz).

250 BEG: 1. Dennis Mapes (Kaw); 2. Matt Johnson (Kaw); 3. Ron Howell (Suz).

250 JR: 1. Ichiro Nakaya (Suz); 2. Rich Faulkner (Kaw); 3. Kenny Coogan (Yam).

250 INT: 1. Mark Oldroyd (Hon); 2. Jerome Mage (Yam); 3. Brian Foster (Suz).

250 PRO: 1. Ty Kady (Yam); 2. Sten Rasmussen (Yam); 3. Mat Bateman (Suz).

VET BEG: 1. Bonnie Warsh (Yam); 2. James Standardi (Yam); 3. Mark Hilinski (Kaw).

VET JR: 1. Eric Crippa (Hon); 2. Chris Alamangos (Kaw); 3. Craig Atchison (Suz).

VET INT: 1. Bryan Daniel (Hon); 2. Brad Diez (Yam); 3. Chris Turner (Yaw).

VET PRO: 1. Craig Davis (Yam); 2. Pete Murray (Suz); 3. Paul Kellen (Yam).

40+ JR: 1. Ron Howell (Suz); 2. Chris Corum (Kaw); 3. Leonard Kirschner (Hon).

40+ INT: 1. Scott Mays (KTM): 2. Allen McKay (Yam): 3. Curt Jablonski (Hon).

40+ EX: 1. Mark Hall (Yam); 2. Dennis Boulware (Yam); 3. Jeff Arzouman (Yam).

40+ MSTR: 1. Ron Lawson (Suz); 2. George Kohler (Yam); 3. Rob Wilshire (Yam); 4. Brad Sherrill (Yam); 5. Kurt Helker (Hon).

50+ MSTR: 1. Alán Olson (Yam); 2. Bengt Johansson (Yam); 3. Ray Pisarski (Kaw); 4. George Lazenby (Yam); 5. Jody Weisel (Yam).

Gustafson breezes to Carlsbad Motocross win

By Kirk Chandler

CARLSBAD, CA, JULY 17

Despite the pack of screaming 80cc racers behind him, Corey Gustafson was not distracted one bit as he took his Yamaha to both moto wins on the high-speed, natural-terrain Carlsbad Raceway.

The first-moto holeshot went to Gustafson. He was pursued by his closest rival, Kyle Anderson. The two racers took off from the rest of the pack and began their game of cat-and-mouse. Both riders made slight bobbles, allowing the other to make up time. Around five seconds back in third was Mateo Safon, who was battling with Bryan Hill, the leader in the Beginner division. The front two riders set a vicious pace that brought them up into the 250cc Beginner class. Gustafson was a little quicker in traffic than Anderson, who lost valuable time and energy dealing with lappers. With two laps remaining, Safon, in third, was being dogged by Hill. Before the white flag fell, Hill used lapped traffic to his advantage and he passed Safon, who was stuck behind a lapper who would not yield to the faster racer. Gustafson cruised the final lap to take the win, with Anderson in second and 80cc Beginner winner Hill taking the third spot in the moto.

In the second moto, Anderson slid his Kawasaki around the first turn first. Gustafson was in second. Gustafson was not about to allow Anderson time to settle into a good pace and he attacked early on the first lap. With the move made, Gustafson put his head down and started pulling away from the pack. Anderson tried hard to keep the gap close but Gustafson was pulling nearly two seconds per lap. The third spot was held early on by Tiffany Holtman, but she was passed on the third lap by Safon. By the time Safon moved into third, Gustafson and Anderson were out of sight. Gustafson continued to ride smoothly and consistently, going 1-1 on the day. Anderson crossed the line in second, followed by a distant Safon.

Results

80 BEG: 1. Bryan Hill (Yam); 2. Ryan Hughes (Yam); 3. Shea Smith (Hon).

80 NOV: 1. Corey Gustafson (Yam); 2. Kyle Anderson (Kaw); 3. Mateo Safon (Yam).

80 INT: 1. Zac Wray (Yam).

125 BEG: 1. Aaron Frost (Yam).

125 NOV: 1. Ivan Navanete (Hon); 2. Dennis Ewing (Suz); 3. Eric Rizzo (Yam).

125 INT: 1. Richard Albach (Yam); 2. Josh Tupa (Kaw); 3. Juan Diego Safon (Yam).

250 BEG: 1. Eric Hawes (Kaw); 2. Chris Correll (Yam); 3. Todd Alan (Kaw).

250 NOV: 1. Mike Brownfield (Hon); 2. Jeff David (Kaw); 3. Broc Wallace (Kaw).

250 INT: 1. D.R. Clement (Hon) 2. Glenn Cunningham (Hon); 3. Kirk Chandler (Hon).

OPEN NOV: 1. Steve Isenhower (Yam); 2. Sal DeMaria (Yam); 3. Marcus Havins (Yam).

VET 30+ BEG: 1. Steve Hunter (KTM); 2. Tim Lyons (Hon); 3. Vince Venolia (Yam).

VET 30+ NOV: 1. Woody Carlson (Suz); 2. Mike Brownfield (Hon); 3. Glenn Rhoades (Suz).

VET 30+ INT: 1. Glenn Cunningham (Hon); 2. Robert Tron (Hon); 3. Greg Maiefski (Hon).
VET 30+ PRO: 1. Sten Rasmussen (Yam); 2. James DeRidder (Yam); 3. Rob Wilshire (Yam).
VET 40+ NOV: 1. Robert Zingg (Kaw); 2. Bill Justice (Kaw); 3. Dennis Melchior (Yam).
VET 40+ INT: 1. Jerry Ayers (Yam); 2. Zach Lindberg (Yam); 3. Mark Prescott (Hon).
VET 40+ MSTR: 1. Rob Wilshire (Hon); 2. Mark Crosby (Kaw); 3. Craig Infield (Hon).
VET 40+ EX: 1. Joe Padilla (Hon); 2. Toby Taki (Yam).
VET 50+ OPEN: 1. Tim Daily (Kaw); 2. Dennis Middleton (Yam); 3. Phill Blackburn (KTM).
WMN NOV: 1. Tiffany Holtman (Kaw); 2. Karen Arcaris (Kaw).

Beatty in the big bucks at Barona Oaks Motocross

By Homer Eubanks

RAMONA, CA, AUG. 1
SMP/ProPrept's Tim Beatty took home the big bucks from Barona Oaks' Pro division, which had 11 riders in class. Beatty won both motos but had to fend off Angelo Ingrande and Craig Davis to do so. In the first moto, Beatty trailed Ingrande for several laps before taking the inside line after the whoop section in front of the grandstands. On the next lap, Davis took Beatty's line through the same whoop section to push Ingrande back to third. Once in second, Davis glued himself to Beatty's rear fender. Davis made a couple of attempts for the lead, but Beatty held on for the win.

As the pack braked for turn one in moto two, Ingrande took the high outside bank and shot past the group of riders exiting turn one. Unfortunately for Ingrande, his effort ended during the first lap as he lost control and went over the handlebars, giving the lead and the win to Beatty.

The 125cc Intermediates followed the Pro class, and the front three riders swarmed all over the lead. Matt Condon, Steve Euginio and Geoff Walters were back and forth, side by side and swapping positions throughout both motos. Condon won moto one. In moto two, Euginio acquired the holeshot, with Condon and Walters trailing. Condon stole Euginio's line before the whoops. Euginio hammered through the whoop section and retook the lead. The two held this position for two laps until exiting the sand wash, where Condon took over for the final time. Condon earned the win, with Euginio trailing Walters in moto one, but taking second in the following round.

In the 60 (7-11) division, Brad Masters dominated the field of 15 riders with repeat wins. Cody Seevers suffered poor starts in both motos, but he weaved his way through traffic in moto one and then came back to charge through the pack in moto two. Seevers' efforts were rewarded with two second places.

Kyle Corfman and Christopher Lounsbury both enjoyed double class wins. Corfman took the Pee Wee (0-6) Stock and Modified divisions, winning all four of his motos. Lounsbury mastered the Pee Wee (7-8) Stock and Modified classes.

Results

INTRO TO MX: 1. Joe Schryver (KTM); 2. Austin Lambert (Suz); 3. Kellen LeBlane (Hon); 4. Nathan Dunn (Hon); 5. Nick Reasoner (Yam).
P/W F/T A: 1. Garret Jackson (Yam); 2. Grant Smith (Yam); 3. Cole Belio (Yam); 4. Sean Quintinilla (Yam); 5. Tyler Hendrix (Yam).
P/W F/T B: 1. Christian Campos (Yam); 2. Shaun Herson (Yam); 3. Lannan Hapener (Yam); 4. Chris Younghusband (Yam); 5. Schuyler Schoonmaker (Yam).
P/W STK (0-6): 1. Kyle Corfman (KTM); 2. Josh Fargo (KTM); 3. Samuel Martinez (KTM); 4. Zachary Pillow (KTM); 5. Casey Harris (KTM).
P/W STK (7-8): 1. Christopher Lounsbury (Cob); 2. Cameron Corfman (KTM); 3. Cody Trotter (Cob); 4. Kristopher Chambers (Cob); 5. Cameron Drown (KTM).
P/W MOD (0-6): 1. Kyle Corfman (KTM); 2. Casey Harris (KTM); 3. Josh Fargo (KTM); 4. Preston Hutchinsen (KTM); 5. Steven Lounsbury (Cob).
P/W MOD (7-8): 1. Christopher Lounsbury (Cob); 2. Cameron Corfman (KTM); 3. Cody Trotter (Cob); 4. Kristopher Chambers (Cob); 5. Cameron Drown (KTM).
JR CYCLE: 1. Kristopher Chambers (Kaw); 2. Cameron Drown (KTM); 3. Garrett Larsen (KTM); 4. Stephanie Kosmas (Kaw); 5. Eric Fischer (Kaw).
60 STK (7-11): 1. Brad Masters (Kaw); 2. Cody Seevers (Kaw); 3. Bradley Baquial (Kaw); 4. Adrian Fuller (KTM); 5. Clayton Murillo (Kaw).
80 BEG: 1. Dennis Van Atta (Yam); 2. Brock Harden (Yam); 3. David Kunkel (Hon); 4. Chris Sampson (Kaw); 5. A.J. Hoffman (Yam).
80 NOV: 1. Larry Reese (Kaw); 2. Marc Abernathy (Hon); 3. Dane Jackson (Yam); 4. Brandon Ellingsen (Hon).
80 INT: 1. David Meyers (Hon).
80 STK (7-11): 1. Brad Masters (Kaw); 2. Marc Abernathy (Hon); 3. Matthew Adams (Hon); 4. Anthony Charette (Yam); 5. Candice Motshagen (Yam).
S/MINI: 1. David Meyers (Hon); 2. Larry Reese (Kaw); 3. Dennis Van Atta (Yam); 4. Brandon Ellingsen (Hon).
125 BEG: 1. Richard Thorp (Yam); 2. Marcos Reyes (Yam); 3. Eric Anderson (Yam); 4. Darren Maris (Suz); 5. Andrew Foland (Suz).
125 NOV: 1. Cory Criss (Yam); 2. Ryan McGee (Yam); 3. Mickey Griffin (Yam); 4. Chris Livingston (Yam); 5. Brent Harden (KTM).
125 INT: 1. Matt Condon (Yam); 2. Steve Eugenio (Yam); 3. Geoff Walters (Yam).
125 (12-15): 1. Chad Gaumur (Hon); 2. Mickey Griffin (Yam); 3. Clinton Pierce (Suz); 4. Travis Bemis (Yam).
125 OPEN: 1. Kiel Mattsson (Hon); 2. Mike Hopster (Yam); 3. Marc Robertson (Kaw); 4. Peter Leo (Suz); 5. Kyle Yost (Yam).
250 BEG: 1. Dean Herrera (Suz); 2. Brian Fullerton (Yam); 3. Tim Kemp (Hon); 4. Dayton Banegas (Yam); 5. Brandon Foster (Kaw).
250 NOV: 1. Kyle Yost (Yam); 2. Mike Hopster (Yam); 3. Steve Rich (Yam); 4. Mike Hinrichsen (Yam); 5. Joaquin Candia (Yam).
250 INT: 1. Jon Meyers (Kaw); 2. Kevin Yost (Yam).
WMN: 1. Candice Motshagen (Yam); 2. Mary Ann Hobbs (Kaw); 3. Vicki Henn (Yam); 4. Catherine Sanchirico (Kaw).
VET BEG: 1. Cesar Huerta (Yam); 2. Darin Sharp (Kaw); 3. Jesse Costa (Hon); 4. Chris Cumbo (Yam); 5. Ron Adams (Yam).
VET NOV: 1. Ron Howell (Suz); 2. Craig Hamilton (Yam); 3. Dean Herrera (Yam); 4. Tim Dunaway (Yam); 5. Mike Schulhof (Yam).
VET INT: 1. Greg Meyers (Kaw); 2. Randy Rush (Hon); 3. Ken Lurcook (Suz); 4. John Willis (Hon).
VET EX: 1. Scott Harden (KTM).
PRO: 1. Tim Beatty (Yam); 2. Craig Davis (Yam); 3. Angelo Ingrande (Suz); 4. Jim Henn (Hon); 5. Chuck Bennett (Kaw).

Burkhart, Buehl duel at Honda Hills Motocross

By Mark Bliss

LINNVILLE, OH, JULY 16
Some 234 riders were greeted by high temperatures and humidity at round six of Honda Hill's Friday Night series. Mark Burkhart rode his Yamaha YZs mistake-free to double class wins in the 125 and 250cc A classes, fighting off the advances of Honda's Jeromy Buehl.

In the 125cc A class, run in conjunction with the 125cc B class, Burkhart put his YZ125 in front and never looked back. Behind him, 125cc B Yamaha pilots Tom Moore and Travis Hartshorn both challenged Buehl for the next position. Moore kept his YZ in front of Buehl for a couple laps while Burkhart extended his lead. By the time Buehl got by Moore, Burkhart was gone. This was not the end of the race action, however, as Hartshorn dogged Moore for the top B position for the next couple of laps. Hartshorn finally displaced Moore on the fourth lap and set his sights on Buehl, only to go down and relinquish the spot to Moore. Moore finished behind A riders Burkhart, Buehl and Anthony Atwood to claim top B honors. Hartshorn ended up the runner-up, ahead of fellow YZ pilot Steve Chapman.

Burkhart proved unbeatable on the night by capturing the 250cc A win, with Buehl and KX-mounted Troy Swartz in tow. In the Over 25 class, which was run with the 250cc A class, Tom Moore put his YZ250 out front and could not be displaced. Honda-mounted Richard Robinson and YZ pilot Rob Miracle did all they could to match Moore's pace, but Moore never gave them the opportunity to make the pass. Moore made it a three-class sweep by taking top honors in the 250cc B class, leading Suzuki's Kevin Hildebrand and Miracle across the finish line.

In the Over 40 class, YZ-mounted Mark Matheis took the holeshot and led to the finish, though KTM's Joe Collins stayed right on Matheis the entire moto, sticking a wheel in periodically but not enough to make the pass stick. Bill Leake put in a great ride aboard his vintage Elsinore 125, following Matheis and Collins across the finish in third place.

Results

P/W 50: 1. Dakota Jones (Yam); Austin Coon (Yam); 3. D'Landrius Krouskoupf (Yam); Alex Ratai (Yam); 5. Tyler Guerin (Yam).
50 (4-6): 1. Christian Parrish (Cob); 2. Anthony Corrado (Pol); 3. D'Landrius Krouskoupf (KTM); 4. Brandon Wheeland (KTM); 5. Drayton Green (KTM).
50 (7-8): 1. Axl Moler (Cob); 2. Kristopher Nelson (Cob); 3. Zack Wheeland (Cob); 4. Addison Stalling (Cob); 5. Cameron Ford (KTM).
MINI JR: 1. Allen Rossi (Kaw); 2. Rebel Moler (Hon); 3. Dustin Jackson (Suz); 4. Brandon Borgen (Kaw); 5. Trent Wortsell (Suz).
MINI SR: 1. Michael Williard (Suz); 2. Shane Fluharty (Hon); 3. Jonathan Harrop (Suz); 4. Tyler Shoe (Kaw); 5. Kyle Chaney (Yam).
SCHBY: 1. John Weisenbarger (Yam); 2. Joseph Lange (Yam); 3. Derrick Dunaway (Hon); 4. A.J. Meade (Suz); 5. Chris Couch (Yam).
16-24: 1. Travis Hartshorn (Yam); 2. Troy Swartz (Kaw); 3. Gerald Bennett (Suz); 4. Jason James (Yam); 5. Nathan Buskirk (Hon).
25+: 1. Tom Moore (Yam); 2. Richard Robinson (Hon); 3. Rob Miracle (Yam); 4. Bryant Torres (Kaw); 5. Jason Branson (Kaw).
30+: 1. Kevin Hildebrand (Suz); 2. Rob Minton (Kaw); 3. Joe Collins (KTM); 4. Richard Robinson (Hon); 5. Roland Lohr (Hon).
40+: 1. Mark Matheis (Yam); 2. Joe Collins (KTM); 3. Bill Leake (Hon); 4. Terry Sheets (Yam); 5. Gerhard Lier (Kaw).
50+: 1. Gerhard Lier (Kaw); 2. Bill Hartshorn (Yam); 3. Garry Morris (Kaw).
125 A: 1. Mark Burkhart (Yam); 2. Jeromy Buehl (Hon); 3. Anthony Atwood (Yam).
125 B: 1. Tom Moore (Yam); 2. Travis Hartshorn (Yam); 3. Steve Chapman (Yam); 4. Rob Bingman (KTM); 5. Gerald Bennett (Suz).
125 C/D 1: 1. Joe Lange (Yam); 2. Casey Livingston (Hon); 3. Mark Dynek (Hon); 4. Chris Couch (Yam); 5. Eric Biddle (Hon).
125 C/D 2: 1. Bradley Ward (Suz); 2. Thomas Englehart (Hon); 3. Ryan Longstreth (Yam); 4. Matt Horlacher (Yam); 5. Dustin Haten (Kaw).
250 A: 1. Mark Burkhart (Yam); 2. Jeromy Buehl (Hon); 3. Troy Swartz (Kaw).
250 B: 1. Tom Moore (Yam); 2. Kevin Hildebrand (Suz); 3. Rob Miracle (Yam); 4. Nathan Wills (Suz); 5. Bryant Torres (Kaw).
250 C/D 1: 1. Jamie Triplett (Hon); 2. Jon Jackey (Kaw); 3. Nathan Buskirk (Hon); 4. Ben Boice (Suz); 5. Phil Dodson (Hon).
250 C/D 2: 1. Timothy Soar (Kaw); 2. Jason James (Yam); 3. Thomas Englehart (Hon); 4. Jason Cundiff (Yam); 5. Bryan Wolford (Kaw).
OPEN: 1. Dave Stoneburner (Yam); 2. Stacey Snead (Hon); 3. Brock Chandler (Kaw).
4-STRK: 1. Bill Leake (Yam); 2. Dave Stoneburner (Yam); 3. David Russell (Yam); 4. Stacey Snead (Hon); 5. Dave Kutskel (Yam).

At California Racing Club's Saturday night motocross in Palmdale, Ed Bernal was the winner in the Junior Vet novice class.

Shearer mows 'em down at CRC Motocross

By Greg Robertson

PALMDALE, CA, JULY 17
KTM rider Jason Shearer emerged the 250cc Beginner-class overall winner with a perfect 1-1 score at California Racing Club's Saturday night motocross, held at Los Angeles County Raceway.

Jeff Verseput got a good drive coming out of the gate to lead Shearer, Michael Penta and Christopher Ross early in moto one. Shearer watched Verseput's lines for a lap before trading places with him. Once out front, Shearer slowly pulled away for the win over Verseput. Ross got around Penta at one point, but Penta reclaimed third before the checkers fell.

In the second moto, Penta absconded with the holeshot, over Shearer and Verseput. Shearer camped out on Penta's back fender before making his way into the lead on lap 10 of what would eventually become a 20-lap marathon. From that point on, it was all Shearer for a sweep of the class. Penta stayed out of Ross' grasp to earn the second-place trophy.

Scott Minster and Tony Pulliam argued over the lead in the first Junior Vet Novice moto until Ed Bernal dropped them to second and third, respectively, at the midway point; they would finish in that order. Todd Smart came from way back for fourth, over Cecil Avery.

Bernal had his work cut out for him after he completed the opening lap of moto two in last place. Pulliam ran out front until lap three, when Bernal picked him off after slicing his way up through the entire field. Bernal continued on for a convincing win. Smart passed Pulliam with time running out to sew up second overall on a 4-2 score. Pulliam's consistent 3-3 rides got the better of Minster's 2-4, for third.

Ricky Kroll was untouchable in the first 80cc Beginner moto, going wire to wire for the win on his YZ80. Timothy McDaniel overcame a midpack start to end up in second, ahead of Casey Logan and Jamie Lanza.

The tables were turned in moto two, with McDaniel controlling the lead early in the race while Kroll dealt with the traffic. Kroll finally made his way up into the runner-up position at the halfway point, but by then there was no catching McDaniel, who went 2-1 for the overall. Logan went 3-3 for third, with Lanza (4-5) and Tanner Langham (10-4) rounding out the top five.

Results

P/W YAM BEG: 1. Louis Smith (Yam).
P/W BEG: 1. Colton Sanders (KTM); 2. Zach Springer (HM); 3. Scott Winlsow (HM); 4. Panos Bravos (KTM).
P/W ADV: 1. Eric Kahler (KTM).
S/P/W (4-6): 1. Keith Robinson (Cob); 2. Chandler Quimette (KTM).
S/P/W (7-9): 1. Armando Aguilar (KTM); 2. Michael Truglia (KTM); 3. Dalton Costahaude (KTM); 4. Eric Kahler (KTM).
P/W 60: 1. Chandler Quimette (KTM).
60 BEG: 1. James Jenkins (Kaw); 2. J.B. Peek (Kaw); 3. Grant Phillips (Kaw); 4. Sherri Cruse (KTM); 5. Dustin Pulliam (Kaw).
60 (9-11): 1. Preston Lundin (KTM); 2. Jamie Lanza (KTM).
80 BEG: 1. Timothy McDaniel (Yam); 2. Ricky Kroll (Yam); 3. Casey Logan (Kaw); 4. Jamie Lanza (Hon); 5. Tanner Langham (Kaw).
80 (7-11): 1. Matt Elliott (Hon); 2. Mark Atkins (Kaw); 3. Ricky Oliver (Yam).
80 (12-13): 1. Anthony Barbacovi (Yam); 2. David Norris (Hon); 3. Brennan McGinnis (Yam).
80 (14-16): 1. Jimmy Patrick (Yam).
S/MINI: 1. Anthony Barbacovi (Yam); 2. Joshua Hess (Kaw); 3. Louie Santiago (Hon); 4. Mike Epstein (Yam); 5. Mitchell Alsobrook (Hon).
125 BEG: 1. Cody Hertel (Hon); 2. Todd Eide (Yam); 3. Cody Spaulding (Kaw); 4. Darin Chisholm (Hon); 5. Kyle Robertson (Suz).
125 NOV: 1. Charles Dana (Yam); 2. Gerard Patin Jr. (Yam); 3. Bo Williams (Yam); 4. Chris Epper (Yam); 5. Shaun Trabert (Kaw).
125 INT: 1. Chris Tocco (Yam); 2. Jake Williams (Yam); 3. Jeff Eide (Yam); 4. Michael Meadows (Yam); 5. Johner Faulkner (Yam).
250 BEG: 1. Jason Shearer (KTM); 2. Michael Penta (Yam); 3. Jeff Verseput (Yam); 4. Christopher Ross (Kaw); 5. Mike Burton (Suz).
250 NOV: 1. Darren Staffer (Hon); 2. Eddie Laret (Yam); 3. Jason Trubey (Kaw); 4. Neil Chisholm (Hon); 5. John Dean (Hon).
250 INT: 1. Brent Gilliam (Yam); 2. Mike Collier (Kaw); 3. Chris Elliott (Suz); 4. Justin Eide (Yam); 5. Josh Mason (Yam).
500 NOV: 1. Darrell Sanders (Hon).
JR VET BEG: 1. Dean Bauer (Kaw); 2. Jason Bikowski (Kaw); 3. Rob Woods (Yam); 4. Bryan Alves (Hon); 5. Travis Cotton (Yam).
JR VET NOV: 1. Ed Bernal (Hon); 2. Todd Smart (Yam); 3. Tony Pulliam (Hon); 4. Scott Minster (Suz); 5. Cecil Avery (Suz).
JR VET INT: 1. Shane Stanley (Yam).
VET BEG: 1. Darren Lowry (Yam); 2. Ray Becker (Kaw); 3. Rob Woods (Yam); 4. Allan Frank (Kaw); 5. John Reese (KTM).
VET NOV: 1. Steve Devoll (Suz); 2. Todd Smart (Yam); 3. Derrick Arnold (Hon); 4. Pasha Afshar (Yam); 5. Ed Bernal (Hon).
VET INT: 1. Jim Sendlebach (Yam); 2. Darren Staffer (Hon); 3. Christopher Heckman (Yam); 4. Chuck Kober (Suz); 5. Leo Saul (Yam).
SR NOV: 1. Bob Breach (Yam); 2. Mike Anderson (Hon).
SR INT: 1. Kirk Freeman (Yam); 2. Bob Dunham (Yam).
SR EX: 1. Edwardo Trippo (Hon); 2. Steve Williams (Hon).

Buttrell butts in at Perris MX

By Kenny Morris

PERRIS, CA, JULY 24
Scott Buttrell snatched the overall victory in the highly competitive 125cc Novice class of the Hot Summer Night Series at Perris Raceway.

In the first moto, Buttrell absconded with the holeshot, with Israel Ochoa in second and Brandon Hamlett in third. Ochoa stuck to Buttrell's rear fender, and a hard-charging Micki Griffin passed Hamlett for third. Ochoa finally snagged the lead, getting past Buttrell with two laps remaining. Griffin then momentarily stuck a wheel ahead of Buttrell for the lead, but couldn't hold on to it. Griffin finished a frustrated third, Buttrell was second and Ochoa kept a slim lead to win the first moto.

In the second moto, Buttrell seized the holeshot again and this time never gave up the lead, going on to win the moto. The battle for second was between Isaac Oshita, Ochoa and Griffin. Ochoa went down, and Oshita was able to keep Griffin at bay to finish second. Griffin took third, and Ochoa recovered to take fourth. Buttrell, due to his consistent moto finishes and his knack for holeshots, is now the points leader.

In the 60cc Beginner class, Jonathan Horgan came out the overall winner with a 2-1 finish. Horgan finished second in the first moto but came back in the second moto to win, after edging out a quick Kai Pattison. In moto one, Pattison got the lead early and went on to win. Moto two was a different story. Pattison just couldn't catch Horgan, and finished second. The always-charging Marcus Carrillo pulled off a 3-3 score, giving him third overall.

The 50cc class is always a joy to watch, but "Jumpin'" Johnny Jelderda added some more excitement to the mix by flying over the uphill double and doubling the rhythm sections. Jelderda posted a first overall in the 7- to 8-year-old age group, and Justin Jeffers scored a first overall in the 4- to 6-year-old age group, with Carrillo in second.

Results

50 MOD (4-6): 1. Justin Jeffers (KTM).
50 STK (7-8): 1. Johnny Jelderda (Lem).
50 MOD (7-8): 1. Johnny Jelderda (Lem), 2. Marcus Carrillo (Lem).
60 BEG: 1. Jonathan Horgan (Kaw), 2. Kai Pattison (Kaw), 3. Marcus Carrillo (KTM).
60 INT: 1. Shawn Hayes (KTM); 2. Travis Christensen (Kaw); 3. B.J. Bohrer (KTM).
80 BEG: 1. Kris Paluzzi (Yam); 2. Garrett Iwanicki (Suz); 3. Justin Hilliger (Yam); 4. Shawn Hayes (Yam); 5. Tyler Sievers (Kaw).
80 NOV: 1. Nathan Salgado (Yam).
80 INT: 1. Chase Meineke (Yam); 2. Kevin Breid (Yam); 3. Carlos Gonzalez (Kaw); 4. Vincent Benavides (Hon).
80 EX: 1. Tyler Duncan (Yam).
S/MINI: 1. Chase Meineke (Yam); 2. Kevin Breid (Yam); 3. Vincent Benavides (Hon).
125 BEG: 1. Jeremy Roberts (Kaw); 2. Todd White (Kaw); 3. Nathan Pamintuan (Suz); 4. Roy Black (Kaw), 5. Mike Paluzzi (Yam).
125 NOV: 1. Scott Buttrell (Yam); 2. Micki Griffin (Yam); 3. Isaac Oshita (Yam); 4. Israel Ochoa (Suz); 5. Brandon Hamlett (Yam).
125 INT: 1. Garret Ordelman (Yam); 2. Nathan Craig (Suz); 3. Dustin Jameson (Yam); 4. Matt Condon (Yam); 5. Emitt Kling (KTM).
125 PRO: 1. Tim Beatty (Yam).
250 PRO: 1. Jason Dubik (Yam); 2. Russell Pearson (KTM).
250 BEG: 1. Grant Clabaugh (Yam); 2. Wade Henderson (Kaw); 3. David Lipich (Hon).
250 NOV: 1. Manny Jubala (Yam); 2. Andy Bekken (Yam); 3. Frank Sell (Kaw).
250 INT: 1. Brandon Milstead (Suz); 2. Scott Sease (Hon).
25+ EX: 1. Ray Thompson (Kaw).
30+ BEG: 1. Scott Brown (Yam).
30+ NOV: 1. Steve Berg (Yam); 2. Mike Brinkley (Yam); 3. David Vinlove (Yam).
40+ BEG: 1. Remy Pamintuan (Suz).
40+ NOV: 1. Bill Cotton (Suz); 2. Bart Brimhall (Kaw).
40+ EX: 1. Mike Altenhofel (Hon).

1999 Championship Point Standings

ROAD RACING

FIM 500cc World Championship Road Racing Series
(After 9 of 15 rounds):

1. Alex Criville (Hon), Spain (174/5 wins)
2. Kenny Roberts Jr. (Suz), Modesto, CA (127/3 wins)
3. Tadayuki Okada (Hon), Japan (113/1 win)
4. Sete Gibernau (Hon), Spain (95)
5. Carlos Checa (Yam), Spain (76)
6. Tetsuya Harada (Apr), Japan (75)
7. Norick Abe (Yam), Japan (73)
8. John Kocinski (Hon), Modesto, CA (72)
9. Max Biaggi (Yam), Italy (71)
10. Juan Borja (Hon), Spain (70)

FIM 250cc World Championship Road Racing Series
(After 9 of 15 rounds):

1. Valentino Rossi (Apr), Italy (165/4 wins)
2. Tohru Ukawa (Hon), Japan (147/1 win)
3. Shinya Nakano (Yam), Japan (125)
4. Loris Capirossi (Hon), Italy (122/2 wins)
5. Stefano Perugini (Hon), Italy (78)
6. Ralf Waldmann (Apr), Germany (77)
7. Jeremy McWilliams (Apr), England (72)
8. Franco Baitani (Apr), Italy (71)
9. Marcellino Lucchi (Apr), Italy (41)
   Sebastian Porto (Yam), Argentina (41)

FIM 125cc World Championship Road Racing Series
(After 9 of 15 rounds):

1. Masao Azuma (Hon), Japan (122/4 wins)
2. Emilio Alzamora (Hon), Spain (111)
3. Roberto Locatelli (Apr), Italy (87/2 wins)
4. Arnaud Vincent (Apr), France (84/1 win)
5. Noboru Ueda (Hon), Japan (68)
6. Gianluigi Scalvini (Apr), Italy (59)
7. Marco Melandri (Hon), Italy (54)
8. Lucio Cecchinello (Hon), Italy (48)
   Simone Sanna (Hon), Italy (48)
10. Kazuto Sakata (Hon), Japan (45)

FIM World Superbike Championship Series
(After 9 of 13 rounds):

1. Carl Fogarty (Duc), England (330/8 wins)
2. Troy Corser (Duc), Australia (282/3 wins)
3. Colin Edwards II (Hon), Conroe, TX (268/4 wins)
4. Aaron Slight (Hon), New Zealand (236)
5. Akira Yanagawa (Kaw), Japan (215)
6. Pier-Francesco Chili (Suz), Italy (160)
7. Noriyuki Haga (Yam), Japan (144/1 win)
8. Gregorio Lavilla (Yam), Spain (109)
9. Katsuaki Fujiwara (Suz), Japan (96)
10. Peter Goddard (Apr), Australia (76)

AMA MBNA Superbike Series
(After 11 of 13 rounds):

1. Mat Mladin (Suz), Australia (333/1 win)
2. Ben Bostrom (Duc), Granada Hills, CA (325/1 win)
3. Anthony Gobert (Duc), Australia (319/5 wins)
4. Doug Chandler (Kaw), Salinas, CA (271/2 wins)
5. Larry Pegram (Duc), Baltimore, OH (259/1 win)
6. Jason Pridmore (Suz), Ventura, CA (238)
7. Aaron Yates (Kaw), Milledgeville, GA (227)
8. Eric Bostrom (Hon), Granada Hills, CA (218)
9. Jamie Hacking (Yam), Boiling Springs, SC (210)
10. Steve Crevier (Suz), Canada (195)

AMA Pro Honda Oils 600cc Supersport Series
(After 11 of 13 rounds):

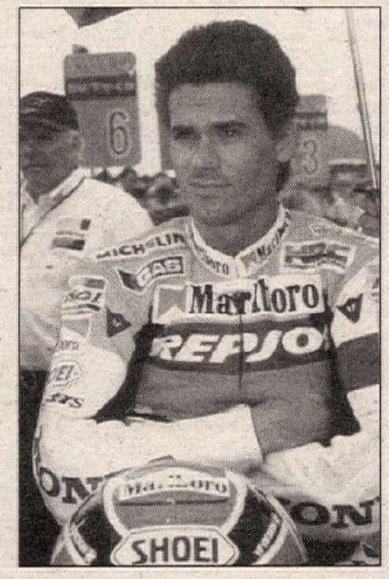
1. Nicky Hayden (Hon), Owensboro, KY (346/5 wins)
2. Tommy Hayden (Yam), Owensboro, KY (332/3 wins)
3. Jamie Hacking (Yam), Boiling Springs, SC (285/2 wins)
4. Kurtis Roberts (Hon), Frederick, MD (270)
5. Josh Hayes (Suz), Gulfport, MS (248)
6. Steve Crevier (Suz), Canada (235)
7. Aaron Yates (Kaw), Milledgeville, GA (232)
8. Jason Pridmore (Suz), Ventura, CA (219)
9. Steve Rapp (Suz), Lafayette, CA (212)
10. Eric Bostrom (Yam), Granada Hills, CA (201)

AMA Lockhart Phillips USA 750cc Supersport Series
(After 9 of 11 rounds):

1. Tom Kipp (Suz), Chardon, OH (281/5 wins)
2. Jimmy Moore (Suz), Eugene, OR (247)
3. Jake Zemke (Suz), Paso Robles, CA (230)
4. Tommy Hayden (Yam), Owensboro, KY (214/1 win)
5. Mario DuHamel (Suz), Canada (203)
6. Grant Lopez (Suz), Chickasaw, AL (196/2 wins)
7. Richard Alexander Jr. (Suz), Carmel, NY (183)
   James Randolph (Suz), Santa Rosa, CA (183)
9. Jamie Bowman (Suz), Tequesta, FL (174)
10. Brian Parriott (Hon), Calistoga, CA (161)

AMA Mazda Trucks 250cc Grand Prix Series
(After 10 of 11 rounds):

1. Chuck Sorensen (Yam), San Jose, CA (308/6 wins)
2. Derek King (Hon), Charleston, SC (237/1 win)
3. Chris Ulrich (Yam), Lake Elsinore, CA (222)
4. Quenni King (Yam), Miami, FL (208)
5. Edward Sorbo (Yam), Redlands, CA (183)
6. Jeff Vos (Yam), Holland, MI (179)
7. John France (Hon), West Melbourne, FL (176)
8. Greg Esser (Yam), Pompano Beach, FL (173)
9. Rolando Quintero (Hon), Los Angeles, CA (169)
10. Bruce Lind (Yam), Snohomish, WA (136)



ALEX CRIVILLE

AMA Sunoco Race Fuels Formula Xtreme Series
(After 9 of 12 rounds):

1. Kurtis Roberts (Hon), Frederick, MD (273/3 wins)
2. Nicky Hayden (Hon), Owensboro, KY (243/6 wins)
3. Josh Hayes (Suz), Gulfport, MS (221)
4. Mark Miller (Yam), Long Beach, CA (212)
5. Grant Lopez (Suz), Mobile, AL (204)
6. Steve Grigg (Kaw), Asheville, NC (162)
7. Rad Greaves (Suz), Ann Arbor, MI (154)
8. Takahito Mori (Yam), Lewisville, TX (140)
9. Clint Brotz (Yam), Sheboygan, WI (129)
10. Paul Harrell (Yam), Canyon Country, CA (120)

AMA Progressive Insurance Pro Thunder Series
(After 10 of 11 rounds):

1. Shawn Conrad (Duc), Sheboygan Falls, WI (308)
2. Shawn Higbee (Bue), Waterford, WI (254/3 wins)
3. Cory Call (Duc), Sacramento, CA (231/1 win)
4. Tom Hull (Duc), Mesa, AZ (218)
5. Bill St. John (Duc), Cullman, AL (212)
6. Jeffrey Nash (Duc), Mansfield, TX (207)
7. Billy Graef (Bue), Sheboygan, WI (187)
8. James Lickwar (Tri), San Francisco, CA (165)
9. Richie Morris (Bue), Daytona Beach, FL (151)
10. Michael Gage (Tri), Baldwin Place, NY (145)

MOTOCROSS

AMA Mazda Trucks 250cc National Motocross Series
(After 10 of 12 rounds):

1. Greg Albertyn (Suz), South Africa (391/2 wins)
2. Kevin Windham (Hon), Ethel, LA (356/3 wins)
3. Mike LaRocco (Hon), South Bend, IN (342/1 win)
4. Ezra Lusk (Hon), Bainbridge, GA (293/1 win)
5. Jeff Emig (Kaw), Riverside, CA (262)
6. Doug Henry (Yam), Oxford, CT (261/1 win)
7. Jimmy Button (Yam), Lake Elsinore, CA (252/1 win)
8. John Dowd (Yam), Chicopee, MA (246)
9. Sebastien Tortelli (Hon), France (245/1 win)
10. Larry Ward (Suz), Florence, SC (237)

AMA Mazda Trucks 125cc National Motocross Series
(After 10 of 12 rounds):

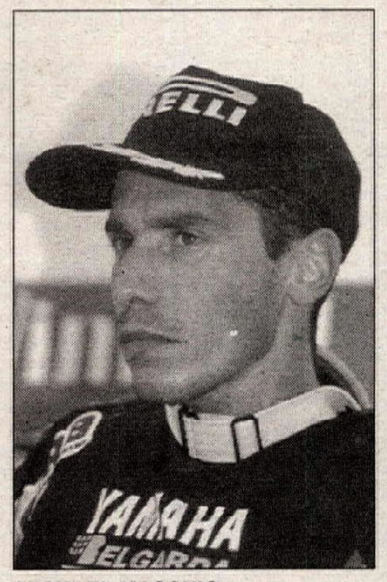
1. Ricky Carmichael (Kaw), Havana, FL (449/7 wins)
2. Brock Sellards (Hon), New Philadelphia, OH (351/1 win)
3. Tallon Vohland (Hon), Citrus Heights, CA (312/1 win)
4. Nick Wey (Kaw), Dewitt, MI (276/1 win)
5. Michael Brandes (Suz), Quail Valley, CA (249)
6. Nathan Ramsey (Kaw), Corona, CA (234)
7. Ernesto Fonseca (Yam), Costa Rica (213)
8. Stephane Roncada (Yam), Menifee, CA (191)
9. Casey Lytle (Yam), Santa Clarita, CA (182)
10. Danny Smith (Hon), Eagle, ID (179)

Toyota Truck/Thor/Parts Unlimited AMA Supercross Series
(After 16 of 16 rounds):

1. Jeremy McGrath (Yam), Menifee, CA (356/8 wins)
2. Ezra Lusk (Hon), Bainbridge, GA (273/5 wins)
3. Mike LaRocco (Hon), South Bend, IN (267)
4. Mickael Pichon (Hon), France (244)
5. Larry Ward (Suz), Florence, SC (240/1 win)
6. Damon Huffman (Kaw), Acton, CA (203)
7. Kevin Windham (Hon), Baton Rouge, LA (166/2 wins)
8. Tim Ferry (Yam), Largo, FL (162)
   Greg Albertyn (Suz), South Africa (162)
10. Robbie Reynard (Suz), Norman, OK (155)

AMA Western Regional 125cc Supercross Series
(After 8 of 8 rounds):

1. Nathan Ramsey (Kaw), Corona, CA (170/5 wins)
2. Casey Lytle (Yam), Saugus, CA (164)
3. Isaiah Johnson (Yam), Albuquerque, NM (112)
4. David Pingree (Suz), Menifee, CA (104/1 win)
5. Michael Brandes (Suz), Quail Valley, CA (103)
6. Ryan Clark (Kaw), Albuquerque, NM (100)
7. Casey Johnson (Yam), Murrieta, CA (94/2 wins)
   Greg Schnell (Yam), Rancho Cucamonga, CA (94)
9. Travis Preston (Suz), Hesperia, CA (80)
10. Erick Vallejo (Kaw), Mexico (78)



MICKAEL MASCHIO

AMA Eastern Regional 125cc Supercross Series
(After 7 of 7 rounds):

1. Ernesto Fonseca (Yam), Costa Rica (172/6 wins)
2. Nick Wey (Kaw), Dewitt, MI (119)
3. Robbie Horton (Hon), Blountville, TN (103)
4. Brock Sellards (Hon), New Philadelphia, OH (98/1 win)
5. Danny Smith (Hon), Eagle, ID (88)
6. Jim Neese (Yam), Greensboro, NC (79)
7. Jiri Dostal (Suz), Quail Valley, CA (77)
8. Joseph Oehlhof (KTM), Wapakoneta, OH (73)
9. Jason Thomas (Yam), Melrose, FL (67)
10. Kelly Smith (KTM), Ludington, MI (66)

FIM 125cc World Championship Series
(After 10 of 13 rounds):

1. Alessio Chiodi (Hus), Italy (314/7 wins)
2. Claudio Federici (Yam), Italy (289/2 wins)
3. Mike Brown (Hon), Piney Flats, TN (180)
4. Thomas Traversini (Hus), Italy (160)
5. James Dobb (Suz), Great Britain (139)
6. Steve Ramon (Kaw), Belgium (127)
7. Patrick Caps (Hon), Belgium (124)
8. Jeff Dement (Hon), Spring, TX (113)
9. Eric Camerlengo (Yam), Italy (97)
10. Erik Eggens (Suz), Netherlands (88)

FIM 250cc World Championship Series
(After 12 of 16 rounds):

1. Pit Beirer (Kaw), Germany (339/2 wins)
2. Frederic Bolley (Hon), France (319/4 wins)
3. David Vullemin (Yam), France (293/1 win)
4. Ryan Hughes (Hon), Temecula, CA (279)
5. Marnicq Bervoets (Kaw), Germany (267/3 wins)
6. Mickael Maschio (Yam), France (205)
7. Joshua Coppins (Suz), New Zealand (195)
8. Remy Van Rees (Kaw), Netherlands (180/1 win)
9. Leon Geisbers (Suz), Holland (158)
10. Alessandro Belometti (Yam), Italy (108)

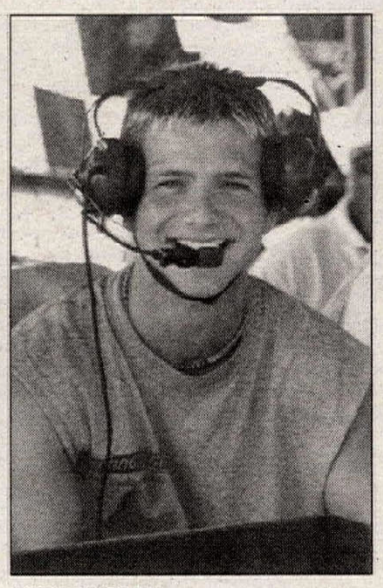
FIM 500cc World Championship Series
(After 9 of 13 rounds):

1. Andrea Bartolini (Yam), Italy (241/2 wins)
2. Peter Johansson (KTM), Sweden (201/2 wins)
3. Yves Demaria (Hus), France (197/1 win)
4. Joel Smets (Hbg), Belgium (178/2 wins)
5. Alessandro Puzar (Yam), Italy (156)
6. Shayne King (KTM), New Zealand (149)
7. Francisco Garcia Vico (Yam), Spain (129)
8. Miska Altonen (Yam), Finland (120)
9. Trampas Parker (KTM), USA (105)
10. Darryl King (Hus), New Zealand (99)

DIRT TRACK

AMA Grand National Dirt Track Series
(After 12 of 19 rounds):

1. Chris Carr (H-D), Fleetwood, PA (217/4 wins)
2. Rich King (H-D), Dysart, IA (151/2 wins)
3. Scott Parker (H-D), Swartz Creek, MI (141/1 win)
4. Will Davis (H-D), Goldsboro, NC (131/2 wins)
5. Kevin Atherton (H-D), White Pigeon, MI (107/1 win)
6. Bryan Bigelow (H-D), Au Gres, MI (105)
7. George Roeder II (H-D), Monroeville, OH (97)
8. Joe Kopp (H-D), Mica, WA (96)
9. Jay Springsteen (H-D), Lapeer, MI (93/1 win)
10. Kevin Varnes (H-D), New Holland, PA (89)


MIKE HACKER

AMA SuperTrapp SuperTracker Series
(After 6 of 10 rounds):

1. Joe Kopp (Suz), Mica, WA (100/3 wins)
2. Steve Morehead (Suz), Findlay, OH (91/1win)
3. J.R. Schnabel (Suz), West Bend, WI (87/2 wins)
4. Brian Kromroy (Bue), Madison, WI (65)
5. Brett Landes (Duc), Los Gatos, CA (64)
6. Robert Miller (H-D), New Holland, PA (54)
7. Mike Hacker (H-D), Prince George, VA (52)
8. Robert Buffington (Suz), Prairie Du Chien, WI (47)
9. Gary Rogers (Suz), San Jose, CA (38)
10. Roy Miller (Suz), New Holland, PA (37)

AMA Harley-Davidson Sportster Performance Series
(After 7 of 15 rounds):

1. Willie McCoy, Richardson, TX (132/3 wins)
2. Shaun Russell, San Jose, CA (111/1 win)
3. Gary Rogers, San Jose, CA (100/2 wins)
4. Robert Miller, New Holland, PA (84)
5. Billy Martin, Stockton, CA (76)
6. Nate Wait, Lodi, CA (69)
7. James Hart, Sandoval, IL (60)
8. Paul Bergstrom, San Mateo, CA (57)
9. Brian Kromroy, Madison, WI (55)
10. Tim Eades, Prince George, VA (41)
    Scott Stump, Langhorne, PA (41)

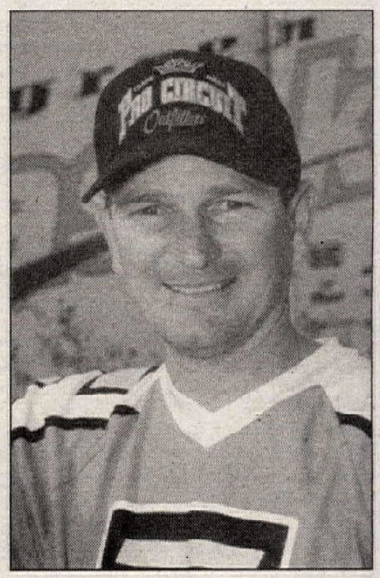
OFF ROAD

AMA National Championship Hare Scrambles Series
(After 7 of 9 rounds):

1. Doug Blackwell (Yam), Parkersburg, WV (161/3 wins)
2. Brian Garrahan (KTM), Boulder Creek, CA (151/2 wins)
3. Patrick Garrahan, Boulder Creek, CA (72)
4. Scott D. McLaughlin (Yam), Sedro Woolley, WA (69)
5. Erik Kohler (Yam), Sacramento, CA (67)
6. Shane Watts (KTM), Australia (55/1 win)
7. Craig Wesner (Kaw), Windsor, CA (50)
8. Michael Lafferty (KTM), Millville, NJ (44/1 win)
9. Eric Ducray (Yam), Sacramento, CA (37)
10. Jim Jarrett (Kaw), Minerva, OH (34)

AMA Acerbis National Enduro Series
(After 12 of 15 rounds):

1. Ty Davis (Yam), Hesperia, CA (296/4 wins)
2. Michael Lafferty (KTM), Millville, NJ (217/1 win)
3. Randy Hawkins (Yam), Travelers Rest, SC (183)
4. Destry Abbott (Kaw), Peoria, AZ (171)
5. Brian Garrahan (KTM), Boulder Creek, CA (126)
6. Fred Andrews (Kaw), Salem, OH (106/1 win)
7. David Lykke (Yam), Bellingham, WA (103)
8. Matt Stavish (Hon), Blaine, MN (96)
9. Russell Pearson (KTM), Las Vegas, NV (94)
10. Doug Blackwell (Yam), Parkersburg, WV (91/1 win)


JEFF CAPT

AMA Grand National Cross Country Series
(After 8 of 13 rounds):

1. Rodney Smith (Suz), Oakley, CA (132/3 wins)
2. Steve Hatch (Suz), Phoenix, AZ (118)
3. Fred Andrews (Kaw), Salem, OH (106)
4. Shane Watts (KTM), Australia (99/4 wins)
5. Barry Hawk Jr. (Yam), Uniontown, PA (94)
6. Paul Edmondson (Suz), England (89)
7. Joel Dengler (Suz), NJ (82)
8. Michael Lafferty (KTM), Millville, NJ (77)
9. Robbie Jenks (Yam) (75)
10. Doug Blackwell (Yam), Parkersburg, WV (63)
    Jim Jarrett (Kaw), Minerva, OH (63)

AMA National Championship Hare & Hound Series
(After 3 of 7 rounds):

1. Brian Brown (Kaw), Nampa, ID (80/1 win)
2. Destry Abbott (Kaw), Peoria, AZ (55/1 win)
3. Ty Davis (Yam), Hesperia, CA (51/1 win)
4. Dan Richardson (Kaw), Fountain Valley, CA (45)
5. Russ Pearson (KTM), Las Vegas, NV (43)
6. Shane Esposito (Kaw), Reno, NV (42)
7. Oakley Lehman (Kaw), Sunland, CA (34)
8. Jeff Capt (Kaw), Lakewood, CA (29)
9. Abe Baumann (Kaw), Garden Grove, CA (22)
10. Steve Hengeveld (Kaw), Oak Hills, CA (21)

AMA National Championship Observed Trials Series
(After 2 of 11 rounds):

1. Raymond Peters (G-G), Beaver Dams, NY (60/2 wins)
2. Geoff Aaron (Bet), Alpine, CA (50)
3. Ryon Bell (Mon), Canada (42)
4. Dan Johnson (Bul), Canada (36)
5. Dennis Sweeten (Mon), Oregon City, OR (31)
6. Travis Fox (G-G), Montoursville, PA (28)
   Chris Bardell (G-G), Millertown, PA (28)

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

FIM World Championship Road Racing Series
TBA TBA, Rnd 10
8/22 Brno, Czech Republic, Rnd 11
9/5 San Marino, Rnd 12
9/19 Valencia, Spain, Rnd 13
10/3 Phillip Island, Australia, Rnd 14
10/10 Welkom, South Africa, Rnd 15
10/24 Rio de Janeiro, Brazil, Rnd 16
10/31 Buenos Aires, Argentina, Rnd 17
Info: 011/41-22-950-9500

FIM World Superbike Series
8/29 A-1 Ring, Austria, Rnd 10
9/5 Assen, Holland, Rnd 11
9/26 TBA, Rnd 12
10/10 Sugo, Japan, Rnd 13
Info: 011/41-22-950-9500

FIM 500cc World Championship MX Series
8/22 Uddevalla, Sweden, Rnd 11
8/29 Kouvola, Finland, Rnd 12
9/5 Lierop, Holland, Rnd 13

FIM 250cc World Championship MX Series
8/22 Nismes, Belgium, Rnd 13
8/29 Gaildorf, Germany, Rnd 14
9/12 Budds Creek, MD, Rnd 15

FIM 125cc World Championship MX Series
8/22 Haenchen, Germany, Rnd 12
8/29 Jastrebarsko, Croatia, Rnd 13

FIM Motocross des Nations
9/26 Indaiatuba, Brazil

FIM World Individual Speedway C'ship GP Series
8/28 Bydgoszcz, Poland, Rnd 5
9/25 Vojens, Denmark, Rnd 6
10/10 Lonigo, Italy (Grand Prix Challenge)

FIM Trial World C'ship Series
9/4-5 Biasca, Switzerland
9/11-12 Lavarone, Italy
9/26 Ettelbruck-Warken, Luxembourg

FIM World Sidecar C'ship
9/5 Canada Heights, Great Britain
9/12 Tagerig, Switzerland

AMA MBNA Superbike Series
9/17-19 Fountain, CO, Rnd 12
Info: 614/856-1900

AMA Drag Specialties Grand National Dirt Track Series
8/21 Hagerstown, MD, Rnd 16
8/28 Sedalia, MO, Rnd 17
9/5 Springfield, IL, Rnd 18
9/11 Dallas, TX, Rnd 19
9/18 Sacramento, CA, Rnd 20
10/2 Las Vegas, NV, Rnd 21
10/10 Del Mar, CA, Rnd 22
Info: 614/856-1900

AMA Mazda Trucks National Motocross Series
8/29 Binghamton, NY, Rnd 11
9/5 Delmont, PA, Rnd 12
Info: 614/856-1900

AMA Acerbis National Enduro Series
8/22 Indian River, MI, Rnd 12
9/26 New Waverly, TX, Rnd 13
10/31 Delaware City, DE, Rnd 14
Info: 614/856-1900

AMA Nat'l Hare & Hound Series
10/9 Wendover, NV, Rnd 6
10/24 Lucerne Valley, CA, Rnd 7
Info: 614/856-1900

AMA National Hare Scrambles Series
8/29 Millfield, OH, Rnd 8
10/3 Lynnville, IN, Rnd 9
Info: 614/856-1900

AMA Grand National Cross Country Series
8/28-29 Millfield, OH, Rnd 10
9/25-26 Mount Morris, PA, Rnd 11
10/9-10 Lisbon, OH, Rnd 12
10/23-24 Crawfordsville, IN, Rnd 13
Info: 304/284-0084

AMA/NATC National Observed Trials Championship
8/21-22 Ute Cup/Sargent, CO
8/28-29 Casper, WY

AMA/District 36 Vintage/Veteran Dirt Track Series
8/21 Lodi, CA, Rnds 40, 41
9/11 Lodi, CA, Rnds 42, 43
9/18 Lodi, CA, Rnds 44, 45
10/9 Lodi, CA, Rnds 46, 47
10/16 Lodi, CA, Rnds 48, 49
10/23 Lodi, CA, Rnds 50, 51
Info: 209/466-6781 or 209/883-0639

AMA/District 36 Amateur/Youth Dirt Track Series
8/21 Lodi, CA, Rnds 40, 41
9/11 Lodi, CA, Rnds 42, 43
9/18 Lodi, CA, Rnds 44, 45
10/9 Lodi, CA, Rnds 46, 47
10/16 Lodi, CA, Rnds 48, 49
10/23 Lodi, CA, Rnds 50, 51
Info: 209/466-6781 or 209/883-0639 or 530/476-3001

AMA/District 37 Grand Prix Big 6 Series
10/2-3 Glen Helen, CA
11/6-7 Gorman, CA
Info: 562/423-1889 or 818/352-7085

AMA/District 37 Dual Sport Ride Series
9/25-26 Ridgecrest, CA
9/11-12 Bass Lake, CA
9/25-26 Ridgecrest, CA
10/3 San Bernardino, CA
10/9-11 Las Vegas, NV
10/16-17 Mesquite, NV*
10/30-31 El Centro, CA
11/6-7 Ridgecrest, CA
11/14 San Bernardino, CA
11/26-27 L.A.-Barstow to Vegas
12/26 Cantil, CA
* National Trail Ride Series Events
Info: 818/249-2141 (3,1)

AMA Prostar National Drag Racing Series
9/10-12 Atco, NJ, Rnd 7
11/12-14 Gainesville, FL, Rnd 8
Info: 256/852-1101

AMA Prostar Regional Drag Racing Series
10/16-17 Houston, TX
Info: 256/852-1101

AMA Prostar West Drag Racing Series
8/21 Salt Lake City, UT, Rnd 4
10/9-10 Phoenix, AZ, Rnd 5
Info: 256/852-1101

AMA Texas Championship Hare Scrambles Series
8/29 Altair, TX, Rnd 10
9/19 Fort Hood, TX, Rnd 11
10/3 Altair, TX, Rnd 12
10/17 Rockne, TX, Rnd 13
11/7 Fort Hood, TX, Rnd 14
Info: 409/732-9171 or http://www.flash.net/~tchss.

AMA Georgia Championship Motocross Series
9/12 Roberta, GA, Rnd 7
9/26 Macon, GA, Rnd 8
10/3 Reynolds, GA, Rnd 9
10/10 Roberta, GA, Rnd 10
10/24 Bremen, GA, Rnd 11
11/7 Dalton, GA, Rnd 12
Info: 912/788-0413 or 706/278-1620

AMA/District 7 Hare Scrambles Championship Series
8/22 Budds Creek, MD
10/10 Budds Creek, MD
Info: 410/792-7200

AMA Four Corners MX Series
8/29 Aztec, NM
9/5 Mancos, CO
9/26 Aztec, NM
10/10 Aztec, NM
Info: 800/720-MOTO or 970/533-9747

AMA Western Four-Stroke National MX Series
9/4-5 Albany, OR
9/18-19 Oklahoma City, OK
9/25-26 Lakewood, CO
10/23-24 Phoenix, AZ
Info: 503/708-8486 or 503/699-5935 or http://www.4strokenationals.com

AMA/District 25 Rocky Mountain MX Association
Summer Series
8/22 Watkins, CO
9/5 Craig, CO
9/12 Brush, CO
9/19 Milliken, CO*
10/2-3 Craig, CO*
* District 25 state championship series
Info: 303/271-0190 or http://www.rmxa.com

AMA/District 34 Family Motocross Series
8/22 Walden, NY
9/5 Modena, NY
9/12 Claverack, NY
9/19 Walden, NY
9/26 Modena, NY
10/3 Modena, NY
10/10 Modena, NY
10/17 Walden, NY
10/24 Modena, NY
10/31 Walden, NY
11/7 Modena, NY
11/14 Modena, NY
Info: 518/828-6149

AMA Southern California MX Championship Series
8/22 Palmdale, CA, Rnd 9
9/5 Piru, CA, Rnd 10
Info: 805/589-9265

AMA Tecnosel Carolina Ultra MX Series
8/29 Iron Station, NC
9/19 Danville, VA
10/30-31 Society Hill, SC
Info: 423/323-5497

AMA Pro-Am Mega MX Series
9/5 London, KY, Rnd 12
9/12 Blountville, TN, Rnd 13
9/25-26 Pigeon Forge, TN, Rnd 14
10/3 London, KY, Rnd 15
10/15-17 Blountville, TN, Rnd 16
Info: 423/323-5497

AMA/Suzuki Dual Sport Trail Ride Series
9/11-12 Golden Pond, KY
9/18-19 Waynesburg, PA
9/25-26 Columbus, IN
10/2-3 Woodstock, VA
10/9-10 Angels Camp, CA
10/16-17 McArthur, OH
10/16-17 Mesquite, NV
10/23-24 Saucier, MS
10/30-31 Terlingua, TX
11/26-27 Los Angeles, CA
Info: 614/856-1900

AMA U.S. Eastern Motocross Fall Series
9/5 Dillwyn, VA
9/18 Danville, VA
9/26 East Bend, NC
10/3 Reidsville, NC
10/10 Elizabeth City, NC
10/17 Sanford, NC
10/24 Danville, VA
10/31 Axton, VA
11/7 Dillwyn, VA
Info: 804/724-4392

AMA Pacific Northwest Championship Series
8/22 Washougal, WA
Info: 541/673-1671 or washougalmx.com

AMA Southern Dirt Track Series GFTL
8/28 Danielsville, GA
9/17-18 Penton, AL
10/16 Danielsville, GA
11/13-14 Macon, GA
Info: 770/962-7888 or 770/339-3997

AMA Pro-Circuit Texas/Oklahoma C'ship Series
8/21-22 Tyler, TX, Rnd 1
9/4-5 Whitney, TX, Rnd 2
9/18-19 Stillwater, OK, Rnd 3
10/16-17 Greenville, TX, Rnd 4
11/13-14 Fort Worth, TX, Rnd 5
Info: 903/882-4215

Sound of Thunder Four-Stroke MX Series
Final Event
9/11-12 Donner Ranch, Lake Tahoe, CA
Info: 530/221-0912

SERA Hare Scrambles Series
9/25 Hattiesburg, MS
10/10 Fort Polk, LA
10/24 Andalusia, AL
11/21 Meridian, MS
1/2 Saucier, MS
1/16 Maplesville, AL
2/6 Meridian, MS
Info: 601/763-7427

SERA Enduro Series
8/29 Little Rock, AR
9/12 Rockford, AL
9/26 Hattiesburg, MS
11/7 Maplesville, AL
Info: 205/980-5191

AHRMA/Progressive Suspension Historic Cup Road Race Series
9/18 Park City, UT
10/2-3 Talladega, AL
10/23-24 Kershaw, SC
Info: 715/842-9699

AHRMA/Speed & Sport Vintage Motocross Series
8/22 Chehalis, WA
8/28 Thornville, OH
9/19 Park City, UT
9/25 Peoria, IL
10/17 Hollister, CA
11/7 Tulare, CA
Info: 715/842-9699

AHRMA/Classic Bike Magazine Dirt Track Series
9/4 Castle Rock, WA
9/10 Lavonia, GA
9/11 Savannah, GA
9/17 Heber, UT
9/24 Peoria, IL
9/26 Peoria, IL
10/9 Del Mar, CA
Info: 715/842-9699

AHRMA/Speed & Sport Vintage Trials Series
8/21 Chehalis, WA
9/16 Park City, UT
9/26 Peoria, IL
10/2 Dickson, TN
10/9 White City, IL
10/16 Hollister, CA
10/30 Monroe, GA
Info: 715/842-9699

AHRMA National GP Series
8/29 Thornville, OH
10/3 San Bernardino, CA
10/10 White City, IL
10/24 Casey, IL
12/19 Brentwood, CA
Info: 715/842-9699

AHRMA Dixie Cup Regional Road Race Series
10/2-3 Talladega, AL
10/23-24 Kershaw, SC

AHRMA Pacific Crown Regional Road Race Series
9/18 Park City, UT

AHRMA Mid-Atlantic Vintage Motocross Series
8/21 Shippensburg, PA
10/17 Elizabeth, NC
Info: 703/707-8692 or www.vintagemx.com

AHRMA Midwest Regional Motocross Series
8/21 Belding, MI
8/28 Thornville, OH
9/11 Lamoni, IA
9/25 Peoria, IL
10/2 Denmark, WI
10/23 Casey, IL
Info: 515/253-0190 or braken@worldnet.att.net

AHRMA Northwest Regional Motocross Series
8/22 Chehalis, WA
10/3 Madras, OR
10/17 Hollister, CA
11/7 Tulare, CA
Info: 408/663-4014 or mlight@mbay.net

AHRMA Northwest Lumberjack Motocross Series
8/22 Chehalis, WA
10/3 Madras, OR
Info: 408/663-4014 or mlight@mbay.net

AHRMA Southeast Regional Motocross Series
9/19 Macon, GA
10/31 Edgefield, SC
11/14 Reddick, FL
Info: 770/979-8310 or kavula_m@mercer.edu

AHRMA Southeast Regional Trials Series
9/18 Macon, GA
10/2-3 Dickson, TN
10/31 Monroe, GA
Info: 334/826-1969

AHRMA H&H KTM Southeast GP Series
9/18 Macon, GA
10/3 Lookout Mountain, GA
Info: 770/979-8310 or kavula_m@mercer.edu

AHRMA Southwest Regional Motocross Series
9/12 Gorman, CA
10/3 Perris, CA
11/7 Tulare, CA
11/21 Phoenix, AZ
Info: 714/965-0660

AHRMA Western Regional Dirt Track Series
8/22 Lodi, CA
8/28 Brentwood, CA
9/6 Lancaster, CA
10/2 Maderas, OR
10/8 Barona, CA
10/23-24 Tulare, CA
Info: 818/992-5343

AHRMA Western Regional Trials Series
8/21 Chehalis, WA
9/16 Park City, UT
10/16 Hollister, CA
Info: 916/967-0262

AHRMA/Eldorado Cycle Midwest Trials Series
9/12 Bismark, MO
10/9 White City, IL
10/16 Jonesboro, IL
10/30 Marshfield, MO
Info: 417/859-4158

AHRMA Michigan MX Series
9/6 Millington, MI
9/19 Marlette, MI
10/3 Bloomingdale, MI
10/17 Buchanan, MI
Info: 248/620-1926

AHRMA Vintage MX Series
9/19 Hawk Point, MO
10/17 Jonesboro, IL
11/7 Greenwood, MO
Info: 816/767-8641

AHRMA VMX Northeast Regional MX Series
9/4 Englishtown, NJ
9/25 Binghamton, NY
10/9 Clifford, PA
10/23 Hawley, PA
Info: 914/429-9465 or http://www.vintagemx.com

AHRMA VMX Northeast Regional GP Series
9/12 Plymouth, PA
Info: 914/429-9465 or http://www.vintagemx.com

VDTRA/All-Stars Flat Track Racing Series
8/27 Spokane, WA
8/28 Spokane, WA
9/4 Casper, WY
9/5 Casper, WY
9/18 Ruidoso, NM
9/19 Ruidoso, NM
Info: 719/541-2741

Mid-South Summer Hare Scrambles Series
8/29 Saddleback East, KY
Info: 615/859-0873

Mid-East Hare Scrambles Series
8/22 Boonville, NC
9/19 Greer, SC
10/3 Belwood, NC
10/31 Morganton, NC
11/7 Grover, NC
Info: 704/937-9177 or 704/484-9000

Best In The Desert Racing Association Silver State Series
9/30-10/3 Las Vegas, NV, Rnd 4
12/3-5 Pahrump, NV, Rnd 5
Info: 702/457-5775 or http://www.bitd.com

District 36 Northern California Enduro Series
10/17 Stonyford, CA, Rnd 6
10/24 Elkins Flat, CA, Rnd 7
10/31 Redding, CA, Rnd 8
11/6 Upper Lake, CA, Rnd 9
11/14 Stonyford, CA, Rnd 10
Info: 925/458-9867

District 36 Family Enduro Series
11/7 Foresthill, CA, Rnd 2
11/21 Springs, CA, Rnd 3
Info: 925/458-9867

Mid-Atlantic Vintage Trials
9/12 Lock Haven, PA
10/3 Williamsport, PA
10/30 Middletown, PA
Info: 410/775-7209

100cc Vintage Flat Track Club Series
9/18 Thornville, OH
9/25 Thornville, OH
10/2 Thornville, OH
10/16 Thornville, OH
Info: 740/929-4229

STRA Championship Series
9/11-12 Gadsden, AL
10/2-3 Dickson, TN
10/9-10 Monroe, GA
10/23-24 Sequatchie, TN
11/6-7 Clermont, GA
12/4-5 Millerville, AL
Info: http://www.avana.net/~japi/stra/index.html

Budweiser ISRA Speedway Series
8/20 Spokane, WA
8/27 Meridian, ID
9/3 Spokane, WA
9/4 Salmon, ID
9/4 Plains, MT
9/10 Meridian, ID
9/19 Missoula, MT
9/24 Meridian, ID
10/1 Spokane, WA
10/3 Missoula, MT
Info: 208/756-2548 or 208/769-2005

KORR Hare Scrambles Series
9/12 Wichita, KS
10/3 Sterling, KS
11/14 Marion, KS
11/21 Wichita, KS
Info: 316/942-6527

KORR Fall Motocross Series
8/29 Wichita, KS
9/11 Wichita, KS
9/19 Marion, KS
9/26 Inman, KS
10/10 Wichita, KS
10/24 Marion, KS
11/7 Beaver, KS
12/12 Sterling, KS
Info: 316/942-6527

CMC Trans-Cal Motocross Nationals
South
8/29 Devore, CA, Rnd 1
9/26 Victorville, CA, Rnd 2
10/3 Palmdale, CA, Rnd 3
10/17 Piru, CA, Rnd 4
North
8/21 Marysville, CA, Rnd 2
8/29 Hollister, CA, Rnd 3
9/12 Livermore, CA, Rnd 4
Pacific Northwest
8/28 Albany, OR, Rnd 1
8/29 Albany, OR, Rnd 2
Final Showdown
10/23-24 Marysville, CA
Info: 949/367-1141

KTMXA Motocross Series
8/22 Dyersburg, TN
8/29 White Plains, KY
9/4 Paris, TN
9/18 Paris, TN
9/26 Draffenville, KY
10/2 Paris, TN
10/10 Draffenville, KY
10/16 Murray, KY
10/24 Milan, TN
10/31 White Plains, KY
Info: 901/642-0511

The Motorcycle Stuff 9th Annual Tennessee State Stadia-Cross Championship Series
9/4 Paris, TN
9/11 Dyersburg, TN
9/18 Paris, TN
10/2 Paris, TN
10/9 Paris, TN
Info: 901/642-0511

International Old-Timers Motocross Series
9/4-5 Fernley, NV, Rnd 8
9/18-19 Edmonton, AB, Canada, Rnd 9
10/23-24 Lake Elsinore, CA, Rnd 10
Info: 253/840-0466 or http://www.seanet.com/~russr

Women's MX League Series
8/28 Binghamton, NY
Info: 949/837-2206

North American Sport Bike Series
9/4-5 Loudon, NH
10/22-24 Daytona Beach, FL
Info: 828/684-4297

Formula USA Road Race Series
8/27-29 Long Pond, PA
Info: 530/582-1061

GFI Night MX Series
8/21 San Bernardino, CA
8/28 Moreno Valley, CA
Info: 909/653-4042

GFI Elsinore Grand Prix
11/13 Lake Elsinore, CA
11/14 Lake Elsinore, CA
Info: 909/653-4042

GFI Fall Motocross Series
9/12 Perris, CA
9/19 Moreno Valley, CA
9/26 San Bernardino, CA
10/10 Lake Elsinore, CA
10/24 San Bernardino, CA
Info: 909/653-4042

Northwest Regional MX Series
8/22 Chehalis, WA, Rnd 9
10/3 Madras, OR, Rnd 10
10/17 Hollister, CA, Rnd 11
11/7 Tulare, CA, Rnd 12
Info: 408/663-4014

Branson USA MX C'ship
10/1-3 Branson, MO
Info: 909/657-6834

La Playa MX Grand Prix Series
8/22 Rosarito, BC, Mexico, Rnd 3
10/3 Rosarito, BC, Mexico, Rnd 4
12/5 Rosarito, BC, Mexico, Rnd 5
Info: 011/52-661-22525 or http://www.toomuchfun.com.mx

WERA National Endurance Road Race Series
9/4 Millington, TN, Rnd 8
9/19 College Station, TX, Rnd 9
9/25-26 Rosamond, CA, Rnd 10
TBA Braselton, GA, Rnd 11
Info: 770/924-8404

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WERA National Challenge Road Race Series
9/3-5 Millington, TN, Rnd 8
9/17-19 College Station, TX, Rnd 9
Info: 770/924-8404

WERA Vintage Road Race Series
8/21-22 Talladega, AL
8/28-29 Summit Point, WV
9/4-5 Garrettsville, OH*
9/18-19 Faulkville, GA
9/25-26 Mount Meridian, IN
10/6-10 Braselton, GA*
Info: 770/924-8404

WERA Sportsman Road Race Series
North Central
8/21-22 Mount Meridian, IN
9/4-5 Garrettsville, OH
9/25-26 Mount Meridian, IN
Northeast
8/28-29 Summit Point, WV
9/4-5 Garrettsville, OH
Mid-Central
8/21-22 Hallet, OK
9/3-5 Millington, TN
9/25-26 Mount Meridian, IN
South Central
8/21-22 Hallett, OK
9/17-19 College Station, TX
Southeast
8/21-22 Talladega, AL
9/18-19 Faulkville, GA
Info: 770/924-8404

NETRA Championship Enduro Series
9/19 Windsor, MA
10/17 Chester, CT
10/31 Brimfield, MA
11/7 West Stafford, CT
11/14 Central Village, CT
Info: 860/875-5757

NETRA Championship Hare Scrambles Series
8/22 Union, CT
9/5 Uxbridge, MA
10/3 Sterling, CT
10/10 Assonet, MA
Info: 860/875-5757

NETRA Turkey Run Series
9/12 North Haverhill, NH
9/26 Wrentham, MA
10/10 Winchendon, MA
10/24 Central Village, CT
Info: 860/875-5757

NETRA Championship Junior Enduro Series
8/21 Union, CT
9/11 Mariden, CT
10/9 Assonet, MA
10/16 New Ashford, MA
10/30 Brimfield, MA
11/6 Winchendon, MA
Info: 860/875-5757

Carolina Ultra Series
8/29 Iron Station, NC
9/19 Danville, VA
10/30-31 Society Hill, SC
Info: 423/323-5497

Rocky Mountain Enduro Circuit Series
8/22 Del Norte, CO
9/12 Cloudcroft, NM
11/14 Matador, TX
Info: 307/742-4136

Missouri State Motocross Championship Series
9/6 Hawk Point, MO
9/19 Springfield, MO
10/10 Merwin, MO
10/24 Columbia, MO
Info: 417/887-3524

Missouri Hare Scrambles Championship Series
8/22 Lebanon, MO
9/19 Smithville, MO
10/10 Festus, MO
Info: 417/537-8406

Michigan State Fair Supercross Series
8/20 Marshall, MI
8/24 Ludington, MI
8/27 Hudsonville, MI
9/18 Muskegon, MI
9/20 Centerville, MI
Info: 616/924-5778

Missouri-Illinois Trials Association
8/29 Litchfield, IL
9/12 Bismarck, MO
10/10 White City, IL
11/7 Oakdale, IL
Info: 618/362-6568

CMRRA 50cc/125cc C'ship Road Race Series
9/4-5 Rosamond, CA
10/3 Palomar, CA
11/6-7 Rosamond, CA
12/3-5 Rosamond, CA
Info: 909/674-5357

WSMC Road Race Series
9/18-19 Rosamond, CA, Rnd 9
10/16-17 Rosamond, CA, Rnd 10
11/20-21 Rosamond, CA, Rnd 11
12/18-19 Rosamond, CA, Rnd 12
Info: 805/256-1234

West Coast Vintage Flat Track Series
9/19 Sacramento, CA
Info: 661/268-0105

Galpin Ford Dual Sport Adventure Series
10/8-10 Mammoth Mountain, CA, Rnd 6
10/23-24 Hot Springs, CA, Rnd 7
11/21 Newhall, CA, Rnd 8
Info: 818/701-1913

Desert Challenge Bikes & ATV Series
9/5 Snowflake, AZ
10/17 Sierra Vista, AZ
11/21 Globe, AZ
Info: 602/971-3730

Trials Incorporated Championship Trials Series
9/18-19 Columbus, IN
10/3 Attica, IN
11/6-7 TBA
Info: 937/299-1501

STTARS Super TT American Racing Series Triple Crown National C'ship
12/4-5 Long Beach, CA
Northeast
8/28-29 Pocono, PA
Northwest
9/5 Hermiston, OR
Southwest
12/4-5 Long Beach, CA
12/12 Buttonwillow, CA
Info: 949/768-4626 or http://www.supertt.com

USCRA Vintage Series
8/20-22 Mosport, ON, Canada
9/6 Loudon, NH
9/27 Loudon, NH
Info: 603/226-5858 or uscra@aol.com

USRA Desert Series
8/25 TBA
10/9 Wendover, UT
11/6 Grand Junction, CO
Info: 801/569-1998

CCS/Florida State Motorcycle Roadracing Championship
8/21-22 West Palm Beach, FL
9/25-26 West Palm Beach, FL
12/4-5 Homestead, FL*
*double points
Info: 828/684-4297 or http://www.ccsracing.com

CCS/Mid-American Motorcycle Roadracing Championship
9/25-26 South Beloit, IL*
*double points
**twin sprint weekend
Info: 828/684-4297 or http://www.ccsracing.com

CCS/Mid-Atlantic Motorcycle Roadracing Championship
9/4-5 Bloomingdale, GA
9/18-19 Summit Point, WV
11/6-7 Kershaw, SC*
*double points
Info: 828/684-4297 or http://www.ccsracing.com

CCS/New England Motorcycle Roadracing Championship
9/4-5 Loudon, NH
10/2-3 Loudon, NH
Info: 828/684-4297 or http://www.ccsracing.com

CCS/Southeastern U.S. Motorcycle Roadracing C'ship
9/4-5 Bloomingdale, GA
11/6-7 Kershaw
*double points
Info: 828/684-4297 or http://www.ccsracing.com

CCS/Southwestern U.S. Motorcycle Roadracing C'ship
9/4-5 Chandler, AZ
10/9-10 Chandler, AZ
11/6-7 Buttonwillow, CA*
12/4-5 Chandler, AZ*
*double points
Info: 828/684-4297 or http://www.ccsracing.com

CCS Race of Champions National Championship Finals
10/21-24 Daytona Beach, FL

North American Sport Bike Series
9/4-5 Loudon, NH
10/21-24 Daytona Beach, FL
Info: 828/684-4297

SRAC/Mazda Motocross Series
8/22 Pueblo, CO
9/12 Cheyenne, WY
9/19 Colorado Springs, CO
Info: 307/638-2226

SRAC/Mazda Supercross Series
8/28 TBA
Info: 307/638-2226

Sunshine State MX C'ship Series
8/22 Orlando, FL
8/29 Reddick, FL
9/5 Dade City, FL
9/12 Ona, FL
Info: 352/242-2605

KB Racing Promotions NorCal Championship MX Series
8/27 Sacramento, CA
9/10 Sacramento, CA
9/24 Sacramento, CA
10/8 Sacramento, CA
10/22 Sacramento, CA
Info: 916/682-6123 or www.jps.net/kbracing

California Cross Motocross Summer Series
8/29 Sacramento, CA
9/5 Sacramento, CA
9/19 Sacramento, CA
Info: 916/782-8511 or http://www.californiacross.com

Meadowlark Motocross Series
8/22 Amherst, OH
9/6 Amherst, OH
Info: 216/988-3133 or 216/988-9100

Meadowlark Hare Scrambles Series
9/26 Amherst, OH
10/24 Amherst, OH
Info: 216/988-3133 or 216/988-9100

CMRA Endurance Road Racing Series
8/21-22 Hallett, OK
9/17-19 College Station, TX
Info: 281/342-9032

CMRA Road Racing Series
8/21-22 Calgary, AB, Canada, Rnd 4
9/4-5 Calgary, AB, Canada, Rnd 5
Info: 403/272-7223

Southeastern Mini Roadracing Association Series
9/9 Concord, NC
10/17 Concord, NC
11/17 Concord, NC
Info: 704/932-6179 or 704/784-1767

MRAN Desert Series
9/18-19 Tonopah, NV
10/16-17 Jean, NV
10/30-31 Mercury, NV
11/20-21 Searchlight, NV
Info: 702/437-MRAN

Southern California Flat Track Championship Series
8/21 Temecula, CA
9/18 Temecula, CA
10/9 Del Mar, CA
10/23 Temecula, CA
11/21 Temecula, CA
Info: 619/277-1591

District 3 Eastern New York Sports Committee Dirt Track
8/22 Schenectady, NY
8/28 Accord, NY
9/4 Accord, NY
9/12 Schenectady, NY
9/18 Harpursville, NY
9/25 Harpursville, NY
9/26 Schenectady, NY
10/3 Harpursville, NY
10/10 Schenectady, NY
Info: 607/693-1031

Honda Hills Outlaw Short Track Series
9/18 Thornville, OH
9/25 Thornville, OH
10/2 Thornville,OH
10/16 Thornville, OH
Info: 740/323-3766

Southern Illinois Hare Scrambles Series
9/12 Fosterburg, IL
9/19 Jonesboro, IL
10/3 Belleville, IL
10/31 White City, IL
Info: 618/235-4777

Virginia Championship Hare Scrambles Series
8/22 Danville, VA
9/19 Middlebrook, VA
9/26 Martinsville, VA
10/10 Newport News, VA
10/24 Dillwyn, VA
11/7 Surry, VA
Info: 757/255-4620 or 540/980-0591

ECEA C'ship Enduro Series
8/29 Mauricetown, NJ
9/12 Shippensburg, PA
9/19 Brandonville, PA
9/26 New Lisbon, NJ
10/24 New Gretna, NJ
10/31 Delaware City, DE
Info: 717/865-0601

ECEA Championship Hare Scrambles Series
10/3 Belle Plain, NJ
10/10 Budds Creek, MD
10/17 Mauricetown, NJ
11/7 Warren Grove, NJ
11/14 New Lisbon, NJ
Info: 717/865-0601

ECEA Dual Sport Series
10/10 Indian Mills, NJ
11/21 Belle Plain, NJ
Info: 717/865-0601

Unlimited Sports Florida Gold Cup Series
9/19 Gainesville, FL
9/26 Reddick, FL
10/3 Ocala, FL
10/10 Dade City, FL
10/17 Okeechobee, FL
10/24 Gainesville, FL
Info: 904/935-6872

Unlimited Sports Florida Winter AM Series
1/1-2 Gainesville, FL
1/9 Reddick, FL
1/16 Ocala, FL
1/23 Dade City, FL
1/30 Gainesville, FL
Info: 904/935-6872

Unlimited Sports Winter National Olympics
11/22-27 Gainesville, FL
Info: 904/935-6872

AUGUST

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

SEPTEMBER

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12	13	14	15	16	17	18
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26	27	28	29	30		

*** denotes pro payback**

Wed, Aug 18

CALIFORNIA MOTOCROSS - Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

* OHIO MOTOCROSS - AMA, Holmes County Fair, Millersburg. Info: 740/756-1267.

Thur, Aug 19

MISSOURI MOTOCROSS - Cycle World, AHRMA Vintage Race, Hawk Point. Info: 314/338-4090.

* ILLINOIS DIRT TRACK - Badger Racing Association, Winnabago County Fair, Pecatonica. Info: 920/699-3387.

Aug 20-22

OHIO BIKER BASH - Bear Creek Biker Bash, Abate of Ohio Inc., Region Zero, East Sparta. Info: 330/654-2761.

Aug 20-23

CANADA TRAIL AND DUAL SPORT - Blair Sharpless and Company, Kawasaki Trail Ride and Dual Sport Series, Four-Day Tour of Ontario. Info: 905/666-9734.

Fri, Aug 20

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or http://speedwaybikes.com.

CALIFORNIA MOTOCROSS - CMA, Little Okie Summer Series, Madera. Info: 209/673-8080.

* MICHIGAN MOTOCROSS - Motocross Racing Association, Milan Cycle City, night race, Delta. Info: 419/822-3006 or 734/241-1600.

MICHIGAN SUPERCROSS - Michigan State Fair Supercross Series, Calhoun County Fair, Marhsall. Info: 616/924-5778.

NEW YORK SPEEDWAY - AMA, U.S. Open Qualifier, New Champion Speedway, Owego. Info: 716/723-9746 or 716/227-2223.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race. Info: 513/662-7759.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Waynesburg McDonald's Night, Malvern. Info: 330/262-4945.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

WASHINGTON SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Spokane. Info: 208/756-2548 or 208/769-2005.

* WISCONSIN MOTOCROSS - AMA Stadium MX, District 16 Stadium Series, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

Aug 21-22

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

* IDAHO MOTOCROSS - Wild West, SIRA, Rnd 6 of Wild West Nationals, Rupert Fairgrounds, Rupert. Info: 208/436-7071.

MISSOURI MOTOCROSS - Finger Lakes State Park, AMA, District 18, Columbia. Info: 314/488-3174.

PENNSYLVANIA GYPSY TOUR - Pagoda Motorcycle Club, AMA, District 6, Birdsboro. Info: 610/582-3717.

* WASHINGTON TT - Catywampus Caveman, AMA, District 27, Vic Ebbutt Memorial, Elma. Info: 425/745-4010.

WISCONSIN SHORT TRACK - AMA, Aztalan Cycle Club, Clubgrounds, Lake Mills. Info: 414/297-9367 or 353-5920.

TEXAS DRAG RACE - American Motorcycle Racing Association, 5th annual Texas Spring Round-Up, Hallsville Raceway, Hallsville. Info: 903/668-2858.

Sat, Aug 21

* ALABAMA MOTOCROSS - Kilpatrick MX, night race, Albertville. Info: 256/561-3495 or http://www.kilpatrickmotocross.com.

* CALIFORNIA SHORT TRACK - Lodi MC, AMA, District 36, Hot Harley Night, Lodi. Info: 209/833-0639 or 209/368-7182.

CALIFORNIA SPEEDWAY - Harley-Davidson Night, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933.

CALIFORNIA FLAT TRACK - Southern California Flat Track Championship Series, San Diego Flat Track Association, Temecula. Info: 619/277-1591.

* CALIFORNIA MOTOCROSS - CMC Trans-Cal MX Nationals, Rnd 2 North, Riverfront Park, Marysville. Info: 530/695-2727 or http://marysvillemx.com.

CALIFORNIA MOTOCROSS - CMXR Summer Series, Rnd 5, Mini Day, Carlsbad Raceway, Carlsbad. Info: 1-888-550-MOTO or http://www.carlsbadmx.com.

CALIFORNIA MOTOCROSS - OTHG Over The Hill Gang only, Support class available, Carnegie SVRA MX, Tracy. Info: 209/839-9332 or http://www.othg.com.

* CALIFORNIA MOTOCROSS - Starwest Super Summer Series, Starwest MX Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA MOTOCROSS - ZLT Racing, Hot Summer Nights, Rnd 8, Perris Raceway, Perris. Info: 909/657-7441.

CALIFORNIA OBSERVED TRIALS - "It's Motowest Fun Summer Trials Series," Kids A&B, Novice, Sportsman, Intermediate only, Perris Raceway, Perris. Info: 909/860-1857 or http://www.itstrials.com.

CALIFORNIA MOTOCROSS - CMA, Bounty Hunter, Los Banos. Info: 209/673-8080.

COLORADO FLATTRACK - Jim Forington Memorial, Modern Vintage and Speedway, IMI Motorsports Complex, Erie. Info: 303/762-6006.

CONNECTICUT TRAIL RIDE - New England Trail Rider Association, Nervous Novice, Union. Info: 860/875-5757 or netra.org.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/381-4001.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Fort Lauderdale. Info: 954/321-9422 or pepsiairdaniamx.com.

* GEORGIA SUPERCROSS - Outback Range & Recreational Center, Mitchell Run Track, Hazlehurst. Info: 912/375-0765.

* IDAHO SHORT TRACK - Owyhee Motorcycle Club, OMC Club Grounds, Boise. Info: 208/922-3353.

* INDIANA MOTOCROSS - AMA, District 15, Podium One Motoplex, Charlestown. Info: 812/256-5517 or podium/.com.

* INDIANA MOTOCROSS - Steeltown MX Club, Chrisney City Park, Steeltown MX Park, Chrisney. Info: 812/925-8850 or 888/957-RACE.

IOWA MOTOCROSS - AMA, MX Kingdom Inc., District 22, Dallas County Fairgrounds, Adel. Info: 515/285-6910.

* IOWA MOTOCROSS - National Cattle Congress Grounds, night race, Waterloo. Info: 319/234-4375.

KANSAS MOTOCROSS - Racer's Edge MX, Baxter Springs. Info: 417/833-1574.

MISSOURI MOTOCROSS - Sprout Patch MX, Surdyke Series, Rnd 3, Billings. Info: 417/744-2593.

MISSOURI MOTOCROSS - Challenge Trax, CT Summer Series, Rnd 9, Kingsville. Info: 816/779-5020.

* MISSOURI MOTOCROSS - Megacross, Paris Dirttrackers Inc., Blodgett. Info: 901/642-0511 or 573/471-2717 or www.flybynite.com.

* NEVADA MOTOCROSS - Nevada State Championship Series, Rnd 6, Moto-X-West, Nevada MX Development, Churchill County Fairgrounds, Fallon. Info: 775/423-8226 or jaja@phonewave.net.

* NEBRASKA SHORT TRACK - Kam Raceway, night race, Hastings. Info: 402/462-4436 or 402/463-8015.

NEBRASKA SHORT TRACK - Norfolk Short Track, Norfolk. Info: 402/887-5380.

NEW YORK SPEEDWAY - AMA, U.S. Open Speedway Championships, New Champion Speedway, Owego. Info: 716/723-9746 or 716/227-2223.

* NEW YORK STADIUMCROSS - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466 or http://www.frozen-ocean.com.

NEW YORK MOTORCYCLE DRAG RACING - Orient Express Powersports, Prostar Regional, Mad Max Enterprises, Lebanon Valley Dragway, West Lebanon. Info: 518/794-7130.

* NEW YORK SHORT TRACK - Outlaw Short Track, Accord Speedway, Accord. Info: 914/626-3478 or http://www.accordspdwy.com.

* NORTH CAROLINA MOTOCROSS - NAME Under The Lights Series, night race, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

* OHIO MOTOCROSS - Motocross Racing Association, Delta Raceway, night race, Delta. Info: 419/822-3006 or 734/241-1600.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* OKLAHOMA SHORT TRACK - Will Rogers Raceway, Claremore. Info: 918/343-3278 or 636-1352.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or www.villagecreekmx.com.

UTAH DRAG RACE - AMA, Prostar West Drag Racing Series, Rnd 3, Salt Lake City. Info: 256/852-1101.

Sun, Aug 22

ARKANSAS MOTOCROSS - Arkansas Motorsport Park, Donaldson. Info: 501/778-5712.

ARKANSAS HARE SCRAMBLES - Arkansas Hare Scrambles Series, Wynne. Info: ahscs@earthlink.net.

CALIFORNIA TT - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

CALIFORNIA MOTOCROSS - Over The Hill Gang Motocross, Glen Helen, San Bernardino. Info: 562/941-1515.

* COLORADO MOTOCROSS - SRAC/Mazda MX Series, Pueblo Motorsports Inc., Pueblo. Info: 303/988-7722 or 303/989-7436 or jamminmx@aol.com.

COLORADO MOTOCROSS - AMA, District 25, Rocky Mountain Motocross Association, Summer Series, Rnd 4, IMI Motorsports, Erie. Info: 303/271-0190 or http://www.rmxa.com.

COLORADO MOTOCROSS - AMA, District 25, Rocky Mountain Motocross Association, Summer Series, Rnd 5, All-Star Promotions, Watkins. Info: 303/271-0190 or http://www.rmxa.com.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

DELAWARE SHORT TRACK - Delmarva Short Track Championship, Delaware Motor Sports Inc., Seaford. Info: 302/629-6535 or 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Orlando MX Park, Orlando. Info: 352/242-2605.

* ILLINOIS HALF MILE - CIDRA, AMA, District 17, Lewiston. Info: 309/647-3009 or dirttrackd17dir@juno.com.

IOWA MOTOCROSS - Goat Eyewear contingency, SD/IA MX Series, Sioux City. Info: 712/938-2153.

* MARYLAND MOTOCROSS AND HARE SCRAMBLES - AMA, Districts 7 & 13, Budds Creek MX Park, Maryland. Info: 301/994-9555 or http://www.buddscreek.com.

MEXICO MOTOCROSS - Too Much Fun Promotions, La Playa MX GP Series, Rnd 3, Rosarito, BC. Info: http://www.toomuchfun.com.mx.

MICHIGAN DIRT TRACK - High Point Series, Poer Huron M/C Club, Port Huron. Info: 810/982-4894 or 810/982-6798.

* MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles Championship, MHSC Series Race, Lebanon. Info: 417/537-8406.

* NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, Stockton. Info: 308/345-3744.

* NEW JERSEY MOTOCROSS - Raceway Park Motocross, normal Semi-Pro race day, Englishtown. Info: 732/446-7800 or etownrcwy@aol.com.

NEW JERSEY BIKE SHOW - 10th annual AHDRA Harley-Davidson Summer Festival, Old Bridge Township Raceway Park, Englishtown. Info: 732/446-7800.

NEW YORK MOTOCROSS - WNYSC Silver Springs Racing, Rock Glen. Info: 716/786-2087 or members.xoom.com/ssmxracing.

* NEW YORK MOTOCROSS - Northeast Day of Champions, CNYMRA, AMA, District 3, Auburn. Info: 315/784-5466 or 784-5517.

* NORTH CAROLINA HARE SCRAMBLES - Mid-East Hare Scramble State Line Motorcycle Club, Welborn Farm, Boonville. Info: 704/937-9177 or 704/484-9000.

* NORTH CAROLINA HARE SCRAMBLES - Devil's Ridge North Carolina Hare Scrambles Series, Sanford. Info: 919/776-1767.

OHIO GRAND PRIX - Motocross Racing Association, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or http://www.racemra.com.

OHIO ROAD RACE - Ohio YSR League, Circleville Raceway Park, Circleville. Info: 614/755-2484 or http://oylers.home.mindspring.com.

OHIO ROAD RUN - District 12 of Ohio, Scioto Valley Melon Run, Kenton. Info: 419/673-1098.

* OHIO MOTOCROSS - Sunset Ramblers MC, Galion. Info: 419/562-6931 or 562-7325.

* OHIO MOTOCROSS - CRA Amherst Meadowlark MX, Amherst. Info: 440/988-3133 or 440/988-9100.

* OHIO HARE SCRAMBLES - Competition Riders, CRA, Pine Lake Facility, Ashtabula. Info: 440/593-3735.

* PENNSYLVANIA MOTOCROSS - Doublin Gap MX Park, Newburg. Info: 717/249-6036 or http://www.doublingap.com.

* PENNSYLVANIA SHORT TRACK - Shippensburg Motorcycle Club, Barr Racing, Shippensburg Speedway, Exit #10 off PA I-81. Info: 717/796-0294.

* PENNSYLVANIA HARE SCRAMBLES - High Mountain Dirt Riders, District 6, Numidia. Info: 570/799-0107 or 570/586-1862.

TENNESSEE MOTOCROSS - Fort Campbell Motocross Club, Rnd 2, Clarksville. Info: 931/906-5598 or 931/552-3593.

* WASHINGTON MOTOCROSS - AMA, Dunlop Day, Washougal MX Park, Washougal. Info: 541/673-1671 or washougalmx.com.

Tues, Aug 24

MICHIGAN SUPERCROSS - Michigan State Fair Supercross Series, Western Michigan Fair, Ludington. Info: 616/924-5778.

Wed, Aug 25

CALIFORNIA MOTOCROSS - Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

Thur, Aug 26

WASHINGTON DIRT TRACK - Spokane Dirt Track Racing, Airway Heights ORV Park, Spokane. Info: 509/484-4844.

Aug 27-28

* NEW YORK MOTOCROSS - Broome-Tioga Sports Center Inc., AMA, Suzuki/Arctic Cat Amateur National, Binghamton. Info: 607/849-4438 or www.broome-tioga.com.

WASHINGTON FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, night race, Spokane. Info: 719/541-2741.

WASHINGTON DIRT TRACK - Playfair, AMA, VDTRA National Series, night race, Spokane. Info: 509/489-5023.

Fri, Aug 27

* CALIFORNIA MOTOCROSS - KB Racing Promotions, Night Race, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or http://www.jps.net/kbracing.

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or http://speedwaybikes.com.

CALIFORNIA MOTOCROSS - CMA, Little Okie Summer Series, Madera. Info: 209/673-8080.

IDAHO SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Meridian. Info: 208/756-2548 or 208/769-2005.

* MICHIGAN MOTOCROSS - Motocross Racing Association, Milan Cycle City, night race, Milan. Info: 734/439-7735 or 734/241-1600.

MICHIGAN SUPERCROSS - Michigan State Fair Supercross Series, Hudsonville Community Fair, Hudsonville. Info: 616/924-5778.

* NEVADA MOTOCROSS - CMC, Silverstate Raceway, night race, Carson City. Info: 775/881-2291.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race. Info: 513/662-7759.

* OHIO MOTOCROSS - AMA, Columbiana County Fair, Lisbon. Info: 740/756-1267.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

OREGON SHORT TRACK - Pat's Acres Speedway, Canby. Info: 503/284-2989.

* WISCONSIN MOTOCROSS - AMA Stadium MX, Suzuki contingency, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

Aug 28-29

CALIFORNIA DUAL SPORT - ACT, Connor Pass, Bear Valley. Info: 888/228-6397 or www.dualsportadventures.

OREGON ROAD RACE - Oregon Motorcycle Roadracing Association, Italian Day. Info: 503/221-1487 or www.omrra.com.

PENNSYLVANIA SUPER TT - STTARS Super TT American Racing Series, Northeast, Rnd 2, Pocono International Raceway, Pocono. Info: 949/768-4626 or http://www.supertt.com.

Sat, Aug 28

ARKANSAS MOTOCROSS - Cleburn County Speedway, Heber Springs. Info: 501/362-6325.

CALIFORNIA SPEEDWAY - Youth Mini Cycle and Junior Speedway Series, Rnd 3, Celebrity Death Match, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933.

CALIFORNIA MOTOCROSS - CMXR Summer Series, Rnd 6, Summer Series Finals, Carlsbad Raceway, Carlsbad. Info: 1-888-550-MOTO or http://www.carlsbadmx.com.

* CALIFORNIA MOTOCROSS - Starwest Super Summer Series, Starwest MX Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA MOTOCROSS - ZLT Racing, Hot Summer Nights, Perris Raceway, Perris. Info: 909/657-7441.

CALIFORNIA OBSERVED TRIALS - "It's Motowest Fun Summer Trials Series," Kids A&B, Novice, Sportsman, Intermediate only, Perris Raceway, Perris. Info: 909/860-1857 or http://www.itstrials.com.

CALIFORNIA DUAL SPORT RIDE - Assoc. of California Trailriders, Schaad's Resort, Wilseyville. Info: 888/ACT-NEWS(228-6397) Toll-Free.

* CALIFORNIA SHORT TRACK/TT SCRAMBLES - Fast Track Ent., Barona Speedway, Ramona. Info: 619/530-2174 or http://www.flattrack.com.

* CALIFORNIA SHORT TRACK - Motowest Racing Ent. Club Moto, Club Moto Raceway, Livermore. Info: 415/587-8678.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Fort Lauderdale. Info: 954/321-9422 or pepsiairdaniamx.com.

GEORGIA DIRT TRACK - Southern Dirt Track Series, GFTL Racing, Danielsville. Info: 770/339-3997.

* GEORGIA SUPERCROSS - Georgia Triple Cross Summer Series, Rnd 12, Bremen Race Park, Bremen. Info: 770/941-8464 or 770/537-0219.

* KENTUCKY SHORT TRACK - Paducah Dirt Riders, County Park Lane, Paducah. Info: 502/444-6438.

* LOUISIANA FLAT TRACK - Trippe Enterprises, night time racing, Bayou Kajun Raceway, Dubberly. Info: 318/424-3132.

* MARYLAND MOTOCROSS - Megacross, Paris Dirt Trackers Inc., Blodgett. Info: 901/642-0511 or 573/471-2717.

MISSOURI MOTOCROSS - Sprout Patch MX, Surdyke Series, Rnd 4, Billings. Info: 417/744-2593.

NEW YORK MOTOCROSS - Women's Motocross League, AMA, WML National, Rnd 5, Broome, Binghamton.

* NEW YORK SHORT TRACK - AMA, Outlaw Short Track, Accord Speedway, Accord. Info: 914/626-3478 or http://www.accordspdwy.com.

OHIO MOTOCROSS - Dirt Country Raceway, AMA, District 11, Blanchester. Info: 513/625-7350 or 513/625-9987.

OHIO CROSS COUNTRY - Youth Bike Grand National Cross Country, Racer Productions, Sunday Creek Raceway, Jacksonville. Info: 304/284-0084.

* OHIO MOTOCROSS - Motocross Racing Association, Delta Raceway, MX Freestyle, night race, Delta Raceway. Info: 419/822-3006.

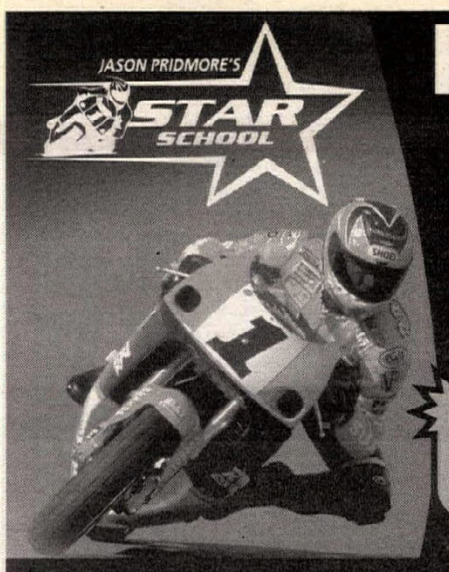
* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Motox-Night, Malvern. Info: 330/262-4945.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* OREGON MOTOCROSS - CMC Trans-Cal MX Nationals, Rnd 1 PNW, Albany SX Track, Albany. Info: 541/928-4474.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth.



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WED - 4:30 - 9:30 PM MINIS ONLY
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At the LAKE PERRIS FAIR GROUNDS
"CALIFORNIA'S HOTTEST NIGHT TRACK"
INFO: 909-943-4535 OR 909-657-8845

What's happening? Cycle News Calendar.

GLEN HELEN RACEWAY PARK
SAN BERNARDINO, CA
www.GlenHelen.com
CALL 24 HOURS FOR RACE & PRACTICE INFO (909) 880-3090

Thurs	Aug 19	MX Practice	8am till dusk
Sat	Aug 21	MX Practice	8am till 2pm
Sun	Aug 22	OTHG MX	Gates open 6am
Thurs	Aug 26	MX Practice	8am till dusk

COR Promotions Presents Inaugural IMS Pro Series 24 Hours of Glen Helen • Sept. 11-12

Re-designed MX Track, Pee-Wee Track & 1/4 Mile Oval
SUNRISE MX Park
www.proride.com
Evergreen-Plus@msn.com
11011 Race Rd
Adelanto, CA
All Tracks Prepped & Maintained Daily
Bikes $10.00 Race Cars $25.00
Spectators Always FREE
PRACTICE Fri - Sat - Sun 8:00 am - 4:00 pm
Monday (11am - Dusk)
Track Info: (760) 246-5140

SRA GP California Schedule
Members Non Members
Sunday, August 29 - SRA GP
Perris Raceway, Perris, CA
Info (714) 957-2985

Thursday - September 2, 1999
Missouri Mules Motor Club, Inc.
Presents
PRO-AM SHORT TRACK
RACE
TRI-CITY SPEEDWAY
AMA GRANITE CITY, IL AMA
Qualifying at 6:00 p.m.
Race at 8:00 p.m.
$5,000 PURSE
2 CLASSES
600cc 883cc
Race Information (314) 831-0977 or (314) 423-1954
Track Information (618) 931-7836

CRC 1999 California Race Schedule
100% PRO PAYBACK

Saturday	Aug. 21	Saturday Night Special	LACR
Sunday	Aug. 22	Los Coyotes MX / Dist. 37	LACR
Saturday	Aug. 28	Saturday Night Special	LACR
Saturday	Sept. 4	Saturday Night Special	LACR
Monday	Sept. 6	Outlaw GP	LACR

Wed. Practice May 12 to Sept. 29 • 4pm to 9pm
Fri. Practice May 28 to Sept. 24 • 4pm to 9pm
CRC Info (661) 272-8889
www.netport.com/lacr-crc

Triber-Manko Memorial Short Track
Saturday Night, August 28
All classes welcome
West Plains Speedway (formally Spokane County ORV Park) Airway Height, WA
$800 plus purse
(208) 773-7437 or (509) 276-8694

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Info: 817/572-7713 or 483-5028 or http://www.villagecreekmx.com.

* VIRGINIA SHORT TRACK - Virginia Outlaw Series, Lizard Ridge Raceway, Bedford. Info: 540/586-1824 or 540/464-4606.

WISCONSIN MOTOCROSS - AMA, District 16, Pine Ridge Raceway, Athelstane. Info: 920/434-7015 or pinemoto@aol.com.

Sun, Aug 29

ARKANSAS ENDURO - BJEC, SERA, AMA, Arkansas Dirt Riders, Bismarck. Info: 501/835-2677 or jimrhonda@aol.com.

CALIFORNIA MOTOCROSS - Vintage Evolution MX, SVRG Series, Gorman. Info: 760/744-8052.

CALIFORNIA GRAND PRIX - SRA GP, Perris Raceway, Perris. Info: 714/957-2985.

* CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Rnd 14, Barona Oaks. Info: 760/752-8252 or http://www.baronaoaks.com.

* CALIFORNIA MOTOCROSS - CMC Trans-Cal MX Nationals, Rnd 3 North, Hollister Hills SVRA, Hollister. Info: 415/587-8678.

* CALIFORNIA MOTOCROSS - California Cross Summer Series, Hangtown National Track, Prairie City SVRA. Info: 916/782-8511 or http://www.californiacross.com.

CALIFORNIA MOTOCROSS - Over The Hill Gang Motocross, Los Angeles County Raceway, Palmdale. Info: 562/941-1515.

CANADA TRAIL AND DUAL SPORT - Blair Sharpless and Company, Kawasaki Trail Ride and Dual Sport Series, Sunstroke Trail Ride, Ontario. Info: 905/666-9734.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Motocross of Marion County, Reddick. Info: 352/242-2605.

* IDAHO MOTOCROSS - Owyhee Motorcycle Club, Boise. Info: 208/922-3353.

* ILLINOIS MOTOCROSS - AMA, District 18, Little Egypt Off-Road MC, Trail of Tears Lodge and Sports Resort, Jonesboro. Info: 618/252-2062.

* INDIANA DIRT TRACK - AMA, District 15, Pro-Am Weak Link Promotions Inc., Newton County Fairground, Kentland. Info: 219/279-2579.

IOWA MOTOCROSS - SD/IA MX Series, Fort Dodge. Info: 515/955-6686.

IOWA MOTOCROSS - AMA, MX Kingdom Inc., Iowa/Nebraska Shootout, Greenfield. Info: 515/285-6910.

KANSAS MOTOCROSS - Whoopmaster North Broadway, KORR MX Fall Series, Rnd 4, Wichita. Info: 316/942-8584.

KENTUCKY HARE SCRAMBLES - Mid-South Summer Series, Saddleback East. Info: 615/859-0873

MARYLAND POKER RUN - AMA, District 7, Antietam MC, Howell Road, Hagerstown. Info: 301/797-8686 or 797-1607 or http://member.aol.com/antietammc/index.html.

MICHIGAN HARE SCRAMBLES - Bent Wheels Competition Club, Rose Valley Motel, Rose City. Info: 248/814-0624.

MISSOURI MOTOCROSS - Wide-Open Moto-Park, Lebanon. Info: 417/588-9777.

MISSOURI MOTOCROSS - Cycle World, AMA, District 18, Hawk Point. Info: 314/338-4090.

MONTANA MOTOCROSS - High Country Motorcycle Association, Billings.

* NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, North Platte. Info: 308/345-3744.

* NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway, Ashland. Info: 402/556-5801 or wsrmxpark@worldnet.attnet.

* NEVADA MOTOCROSS - Nevada State Championship Series, Rnd 7, Moto-X-West and Nevada Old-Timers, Fernley International Raceway, Fernley. Info: 775/423-8226.

NEW JERSEY STREET BIKE - 2nd annual Street Bike Wheelie Championships, Del's Performance Cycles plus Motorcycle Freestyle Jump Competition, Old Bridge Township Raceway Park, Englishtown. Info: 732/446-7800.

NEW MEXICO MOTOCROSS - High Desert Racing Club, AMA, District 45, Aztec. Info: 970/533-9747.

* NEW YORK MOTOCROSS - Broome-Tioga Sports Center Inc., AMA, Mazda Truck 125/250 Pro MX National, Binghamton. Info: 607/849-4438 or www.broome-tioga.com.

* NORTH CAROLINA MOTOCROSS - Victory Sports, AMA, Carolina Ultra Series, Rnd 9, Top Gun MX Park, Iron Station. Info: 423/323-5497 or www.victory-sports.com.

OHIO CROSS COUNTRY - Racer Productions Inc., Sunday Creek Raceway, Jacksonville. Info: 304/284-0084.

* OHIO MOTOCROSS - Kenworthy's GP Club, Kenworthy's MX Park, Troy. Info: 937/335-4763 or www.kenworthysmxpark.com.

* OREGON MOTOCROSS - CMC Trans-Cal MX Nationals, Rnd 2 PNW, Albany SX Track, Albany. Info: 541/928-4474.

OREGON SHORT TRACK - Pat's Acres Speedway, Canby. Info: 503/284-2989.

* WYOMING MOTOCROSS - High Plains Motocross, Casper Dirt Riders, Casper. Info: 307/261-3100.

Wed, Sept 1

* KENTUCKY MOTOCROSS - AMA, Greenup County Fair, Greenup. Info: 740/756-1267.

Thurs, Sept 2

* ILLINOIS DIRT TRACK - AMA, Missouri Mules Motor Club Pro-Am Short Track, Tri-City Speedway, Granite City. Info: 314/831-0977.

* OHIO MOTOCROSS - AMA, Richwood Fair, Richwood. Info: 740/756-1267.

Sept 3-5

* CALIFORNIA MOTOCROSS - CMMC, Mini Nationals, Barona Oaks Raceway, Ramona. Info: 760/752-8252.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/381-4001.

ILLINOIS MILE - Pistol Racing, Doppler Downs The Pistol Gardens, Springfield. Info: 217/527-1251 or 507/334-8243 or rgriz2@aol.com.

Fri, Sept 3

CALIFORNIA SPEEDWAY - AMA National Speedway Championship, American Motorcycle Association, Fast Fridays Speedway Racing, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or http://speedwaybikes.com.

IOWA MOTORCYCLE SHOW - J&P Promotions, 11th annual Antique Motorcycle Half Mile Flat Track Race, Mississippi Valley Fairgrounds, Davenport. Info: 319/462-6011.

MICHIGAN MOTOCROSS - Milan Cycle City, night racing, Milan. Info: 734/439-7735 or 734/241-1600.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race. Info: 513/662-7759.

* OHIO MOTORCYCLE & QUAD RACE - CRA, Wayne County Speedway, Orrville. Info: 330/948-4613 or www.waynecountyspeedway.com.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

WASHINGTON SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Spokane. Info: 208/756-2548 or 208/769-2005.

Sept 4-5

ALABAMA OPEN TRACK DAYS - Club PCS, Talladega Gran Prix Raceway, Talladega. Info: 904/253-2189 or http://www.pcsdaytona.com/clubpcs.htm.

* KANSAS ARENACROSS - AMA, Checkered Flag Productions, Finney County Fairgrounds, Garden City. Info: 940/683-4742.

* KENTUCKY MOTOCROSS - Pro-Am Series, Victory Sports, Rnd 12, AMA, United States Mega Series, Daniel Boone MX, London. Info: 423/323-5497 or www.victory-sports.com.

NEVADA MOTOCROSS - International Old-timers MX, Nevada Old-timers. Info: 253/-840-0466 or http://www.seanet.com/~russr.

Sept 4-6

* KANSAS MOTOCROSS - Dunlop Challenge, Dragoon Creek MX Park, Lyndon. Info: 785/842-8272 or 828-3100.

Sat, Sept 4

* CALIFORNIA SPEEDWAY - Cycleland Speedway, Chico. Info: 530/342-0063.

CALIFORNIA MOTOCROSS - Intermountain Moto-sports, permanent Track in McArthur. Info: 530/294-5202.

FLORIDA SHORT TRACK - FDTRA Series, Orange County Raceway. Info: 407/381-4001.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, night race, Fort Lauderdale. Info: 954/321-9422.

IDAHO SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Salmon. Info: 208/756-2548 or 208/769-2005.

* INDIANA MOTOCROSS - AMA, District 15, Podium One Motoplex, Charlestown. Info: 812/256-5517 or podium/.com.

IOWA MOTOCROSS - Goat Eyewear contingency, SD/IA MX Series, Arthur. Info: 712/367-2331.

IOWA MOTOCROSS - AMA, MX Kingdom Inc., District 22, Dallas County Fairgrounds, Adel. Info: 515/285-6910.

KANSAS MOTOCROSS - Racers Edge MX, Baxter Springs. Info: 417/833-1574.

* KENTUCKY MOTOCROSS - Daniel Boone MX Park, London. Info: 606/877-1364 or www.mxaction.com.

MASSACHUSETTS TRAIL RIDE - New England Trail Ride Association, Nervous Novice Parent-Child, Uxbridge. Info: 860/875-5757.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

MISSOURI MOTOCROSS - Challenge Trax, CT Fall Series, Rnd 1, Kingsville. Info: 816/779-5020.

MONTANA SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Plains. Info: 208/756-2548 or 208/769-2005.

NEW JERSEY MOTOCROSS - Raceway Park Motocross, 7th annual Vet and Vintage Reunion, Kessler Pro Suspension and Montgomeryville Cycle Center in memory of Bruce Zimmermann. Info: 732/446-7800.

NEW JERSEY MOTOCROSS - AHRMA VMX Northeast Regional MX Series, Englishtown. Info: 914/429-9465 or www.vintagemx.com.

* NEW YORK STADIUMCROSS - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466 or www.frozen-ocean.com.

* NEW YORK SHORT TRACK - AMA, Outlaw Short Track, Accord Speedway, Accord. Info: 914/626-3478 or http://www.accordspdwy.com.

OHIO MOTOCROSS - Delta Raceway, night racing, Delta. Info: 419/822-3006 or 734/241-1600.

OHIO MOTOCROSS - Dirt County Raceway, AMA, District 11, Blanchester. Info: 513/625-7350 or 513/625-9987.

* OHIO MOTOCROSS - CRA, Blendzall night, Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* TENNESSEE ARENACROSS - Jamestown Motocross Park, Rnd 9, Jamestown. Info: 931/879-8557 or 879-7459.

* TENNESSEE STADIA-CROSS - KTMXA, Tennessee State Championship Series, Henry County Fairgrounds, Motorcycle Stuff Championship Series, Paris. Info: 901/642-0511.

TEXAS MOTOCROSS - Lake Whitney MX, Pro Circuit Series. Info: 254/694-4271.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

WYOMING FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, night race, Casper. Info: 719/541-2741.

Sept 5-6

* ILLINOIS DIRT TRACK TT - CI MC, AMA, District 17 Neoga. Info: 309/837-1974 or dirttrackd17dir@juno.com.

Sun, Sept 5

ARKANSAS MOTOCROSS - Rad Roosters MX, Prairie Grove. Info: 501/839-2962.

* CALIFORNIA MOTOCROSS - California Cross Summer Series, Hangtown National Track, Prairie City SVRA. Info: 916/782-8511 or www.californiacross.com.

CALIFORNIA MOTOCROSS - GFI Fall Series, Rnd 1, Hollister Hills GP Track, Hollister. Info: 209/656-9682 or www.ampracing.com.

COLORADO MOTOCROSS - High Desert Racing Club, AMA, District 45, Mancos. Info: 970/533-9747.

COLORADO MOTOCROSS - AMA, District 25, Rocky Mountain Motocross Association, Summer Series, Rnd 6, Yampa Valley, Craig. Info: 303/271-0190 or www.rmxa.com.

* DELAWARE SHORT TRACK - Delaware Motosports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Dade City Raceway, Dade City. Info: 352/242-2605.

IOWA MOTOCROSS - Goat Eyewear contingency, 4th annual Midwest Junior MX Championship, Truesdale. Info: 712/732-2460.

* KENTUCKY MOTOCROSS - Daniel Boone MX Park, Mega Series, London. Info: 606/877-1364 or www.mxaction.com.

MICHIGAN MOTOCROSS - Baja Acres, Birch Run Road, Millington. Info: 517/871-3356.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

MISSOURI MOTOCROSS - Buffalo MX. Info: 417/345-6981.

MISSOURI MOTOCROSS - Cycle World, AMA, District 18, Hawk Point. Info: 314/338-4090.

MISSOURI MOTOCROSS - Midwest Motorsports, AMA, District 18, Fall Series, Rnd 1, Kahoka. Info: 660/727-3301.

* NEW YORK MOTOCROSS - CNYMRA, AMA, District 3, Auburn. Info: 315/784-5466 or 784-5517.

* NEW YORK MOTOCROSS - Hunt Moto Park, 10th annual Scott USA Day, WNYMA, Robinson Road, Hunt. Info: 716/476-2697.

OHIO GRAND PRIX - Motocross Racing Association, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OHIO MOTOCROSS - AMA, Vinton Motocross Park, McArthur. Info: 740/756-1267.

* OKLAHOMA CROSS COUNTRY - Anadarko Charity Race, Oklahoma Cross Country Racing Association. Info: 405/390-5227 or members.aol.com/occra.

OREGON SUPER TT - STTARS Super TT American Racing Series, Northwest, Rnd 4, Race City USA, Hermiston. Info: 949/768-4626 or www.supertt.com.

PENNSYLVANIA MOTOCROSS - Pro MX National, Bellco Inc., Steel City USA, Delmont. Info: 304/284-0084.

* PENNSYLVANIA SHORT TRACK - Shippenburg MC, Baer Racing, Shippensburg. Info: 717/796-0294.

TENNESSEE MOTOCROSS - Fort Campbell Motocross Club, Rnd 3, Clarksville. Info: 931/906-5598 or 931/552-3593.

* VIRGINIA MOTOCROSS - AMA, District 13, Rnd 1 U.S. Eastern MX Fall Series, Action Town USA MX Park, Dillwyn. Info: 804/724-4392.

* WYOMING MOTOCROSS - HPMA Series, Rnd 12, Laramie Dirt Riders Inc., Laramie MX Track, Laramie. Info: 307/261-3100.

WYOMING FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, day race, Casper. Info: 719/541-2741.

Mon, Sept 6

MICHIGAN MOTOCROSS - Baja Acres, Jon Houde Memorial Race, Vintage Series, AHRMA Race, Millington. Info: 517/871-3356.

MISSOURI MOTOCROSS - Cycle World, State Series, AMA, District 18, Hawk Point. Info: 314/338-4090.

MISSOURI MOTOCROSS - Midwest Motorsports, AMA, District 18, Fall Series, Rnd 2, Kahoka. Info: 660/727-3301.

* OHIO MOTOCROSS - Smith Road Raceway, Medina. Info: 330/725-8569.

OHIO MOTOCROSS - AMHERST Motocross, Meadowlark, Amherst. Info: 216/988-3133 or 216/988-9100.

* OHIO MOTOCROSS - AMA, Vinton MX Park, Mc Arthur. Info: 740/756-1267.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park Inc., Fredericksburg. Info: 717/273-1180 or 717/865-5530.

Thur, Sept 9

NORTH CAROLINA ROAD RACE - Southeastern Mini Roadracing Association, Concord Motor Speedway, Concord. Info: 704/932-6179 or 704/784-1767.

Sept 10-12

NEW JERSEY DRAG RACE - AMA, Prostar National Drag Racing Series, Orient Express Racing, U.S. Nationals, Rnd 7, Atco. Info: 256/852-1101.

Fri, Sept 10

* CALIFORNIA MOTOCROSS - KB Racing Promotions, night race, Fall Series, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

IDAHO SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Meridian. Info: 208/756-2548 or 208/769-2005.

MICHIGAN MOTOCROSS - Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600.

MINNISOTA DIRT TRACK - Badger Racing Association, Martin County Fairgrounds, Fairmont. Info: 920/699-3387.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race. Info: 513/662-7759.

* OHIO MOTORCYCLE & QUAD RACE - CRA, Wayne County Speedway, Orrville. Info: 330/948-4613 or www.waynecountyspeedway.com.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

OREGON SHORT TRACK - Pat's Acres Speedway, Canby. Info: 503/284-2989.

Sept 11-12

CALIFORNIA MINI ROAD RACE - Northern California Mini Road Racing Association, Prairie City SVRA, Sacramento. Info: 916/722-5517 or ncmrra@aol.com.

* CALIFORNIA MOTOCROSS - OTHG National Championship, Rnd 4, Hollister Hills MX, Hollister. Info: 209/839-9332 or www.othg.com.

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Out There, Mariposa Lodge, Mariposa. Info: 760/377-1179 or www.district37ama.org.

CANADA TRAIL RIDE AND DUAL SPORT - Blair Sharpless and Company, Calabogie, Ontario. Info: 905/666-9734 or http://www.3sympatico.ca/bs-col.

* IDAHO MOTOCROSS - Idaho State Series, Owyhee Motorcycle Club, Boise. Info: 208/922-3353.

KENTUCKY DUAL SPORT & TRAIL RIDE - K-T Riders, Golden Pond. Info: 502/522-6624.

* TENNESSEE MOTOCROSS - Pro-Am Series, Victory Sports, AMA, United States Mega Series, Rnd 13, Muddy Creek Raceway, Blountville. Info: 423/323-5497 or www.victory-sports.com.

Sat, Sept 11

ARKANSAS MOTOCROSS - Cleburn County Speedway, Heber Springs. Info: 501/362-6325.

CALIFORNIA SPEEDWAY - Freestyle Jump Contest, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933.

CALIFORNIA SHORT TRACK AND TT - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

* CALIFORNIA SPEEDWAY - Speedway Motorcycle Races, Cycleland Speedway, Chico. Info: 530/342-0063.

CONNECTICUT TRAIL RIDE - New England Trail Rider Association, Nervous Novice, Parent-Child, Meriden. Info: 860/875-5757.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, night race, Fort Lauderdale. Info: 954/321-9422.

* GEORGIA SUPERCROSS - Outback Range & Recreational Center, Mitchell Run Track, Hazlehurst. Info: 912/375-0765.

* GEORGIA SUPERCROSS - Georgia Triple Cross Fall Series, Rnd 3, Bremen Race Park, Bremen. Info: 770/941-8464 or 770/537-0219.

* ILLINOIS SHORT TRACK - Lamoine Ramblers, AMA, District 17, Macomb. Info: 309/837-1974 or dirttrackd17dir@juno.com.

* IOWA DIRT TRACK - Badger Racing Association, Kossoth Fair Grounds, Algona. Info: 920/699-3387.

KANSAS MOTOCROSS - Whoopmaster Jeeps, KORR MX Fall Series, Rnd 5, Wichita. Info: 316/684-7400.

* KENTUCKY TT - Paducah Dirt Riders, County Park Lane, Paducah. Info: 502/444-6438.

* MARYLAND MOTOCROSS AND HARE SCRAMBLES - AMA, District 7, USGP Amateur Day, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

MISSOURI MOTOCROSS - Sprout Patch MX, Billings. Info: 417/744-2593.

MISSOURI MOTOCROSS - Challenge Trax, CT Fall Series, Rnd 2, Kingsville. Info: 816/779-5020.

NEBRASKA SHORT TRACK - Norfolk Short Track, Norfolk. Info: 402/887-5380.

* NEW YORK STADIUMCROSS - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-0466 or www.frozen-ocean.com.

* NEW YORK SHORT TRACK - Outlaw Short Track, Accord Speedway, Accord. Info: 914/626-3478 or http://www.accordspdwy.com.

* NORTH CAROLINA MOTOCROSS - NAME, night race, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

OHIO MOTOCROSS - Delta Raceway, night racing, Delta. Info: 419/822-3006 or 734/241-1600.

* OHIO STADIUM MOTOCROSS - CRA/Western Reserve Motorcycle Club, Salem. Info: 330/337-8077.

OHIO ROAD RACE - Ohio YSR League, Circleville Raceway Park, Circleville. Info: 614/755-2484 or http://oylers.home.mindspring.com.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* OKLAHOMA SHORT TRACK - Will Rogers Raceway, Claremore. Info: 918/343-3278 or 636-1352.

* TENNESSEE MOTOCROSS - Jamestown Motocross Park, Rnd 9, Jamestown. Info: 931/879-8557 or 879-7459.

TENNESSEE STADIA-CROSS - KTMXA, Motorcycle Stuff Championship Series, Dyer County Fairgrounds, Dyersburg. Info: 901/642-0511.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

* WISCONSIN SHORT TRACK - AMA, Aztalan Cycle Club, Clubgrounds, Lake Mills. Info: 414/297-9367 or 353-5920.

* WISCONSIN MOTOCROSS - AMA, Aztalan Cycle Club, Clubgrounds, Lake Mills. Info: 414/297-9367.

Sun, Sept 12

ALABAMA ENDURO - AMA, SERA, Rockford Men's Club, Rockford. Info: 334/567-3352.

* CALIFORNIA MOTOCROSS - CMC Trans-Cal MX Nationals, Rnd 4 North, Club Moto, Livermore. Info: 415/587-8678.

CALIFORNIA MOTOCROSS - GFI Fall Series, Rnd 1, factory contingency, Perris Raceway, Perris. Info: 909/341-8002.

* CALIFORNIA MOTOCROSS - Salinas Valley Fair, 101 Bowl MX Track, King City. Info: 831/386-1813 or mxrott@inreach.com.

CALIFORNIA MOTOCROSS - CMA, Little Okie Fall Series, Madera. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - AMP/GFI Motocross all Sportsman Hollister Hills GP Track, Hollister. Info: 209/656-9682 or www.ampracing.com.

CALIFORNIA HARE SCRAMBLES- AMA, District 37, Lost Coyotes MC, Searles Station Road, Red Mountain, Ridgecrest. Info: 661/951-7078 or www.district37ama.org.

COLORADO MOTOCROSS - AMA, District 25, Rocky Mountain Motocross Association, Summer Series, Rnd 7, Sweney Cycle Park, Brush. Info: 303/271-0190 or www.rmxa.com.

* DELAWARE SHORT TRACK - Delaware Motosports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Sun State Raceway, Ona. Info: 352/242-2605.

* GEORGIA MOTOCROSS - AMA, Georgia Championship Series, Dixie Motorcycle Inc., Hillbilly Hills MX, Roberta. Info: 912/788-0413.

* ILLINOIS HARE SCRAMBLES - AMA, SOIL Hare.Scrambles Series, Splinter Creek Dirt Riders Club Grounds, Fosterburg. Info: 618/235-4777.

IOWA SWAP MEET AND HILLCLIMB - J&P Promotions, Anamosa. Info: 319/462-6011.

KANSAS HARE SCRAMBLES - Whoopmaster Jeeps, KORR Hare Scramble Series, Rnd 6, Wichita. Info: 316/684-7400.

KENTUCKY HARE SCRAMBLES - AMA, Eagle Creek MC Park, Mason Lane, Owenton. Info: 606/472-3442.

* MISSOURI MOTOCROSS - Fall Strack Series, Grain Valley MX Park, Grain Valley. Info: 816/331-6934.

MISSOURI MOTOCROSS - Possum Hollow MX, Halltown. Info: 417/581-1977.

MISSOURI MOTOCROSS - Finger Lakes State Park, AMA, District 18, Columbia. Info: 314/488-3174.

* NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway MX Park, Ashland. Info: 402/556-5801 or wsrmxpark@worldnet.att.com.

NEVADA GRAND PRIX - AMA, District 36, Reno-Fernley Raceway, Fernley. Info: 775/575-7217 or www.reno-fernleyraceway.com.

* NEW YORK MOTOCROSS - Northeast Classic, CNYMRA, AMA, District 3, Auburn. Info: 315/784-5466 or 784-5517.

NEW YORK POKER RUN - Lost Wheels Motorcycle Club, 24th annual Poker Run, AMA, Fishkill. Info: 914/724-3747.

* OHIO MOTOCROSS - Sunset Ramblers MC, Series Rnd 4, Galion. Info: 419/562-6931 or 562-7325.

OHIO MOTOCROSS - CRA, Ohio International Raceway, Ravenna. Info: 330/372-1011.

OREGON SHORT TRACK - Pat's Acre's Speedway, Canby. Info: 503/284-2989.

PENNSYLVANIA TRIALS - Mid-Atlantic Vintage Trials Series, Lock Haven. Info: 410/775-7209.

PENNSYLVANIA POKER RUN - Pagoda Motorcycle Club, AMA, District 6, Birdsboro. Info: 610/582-3717.

PENNSYLVANIA GRAND PRIX - AHRMA VMX Northeast Regional GP Series, Plymouth. Info: 914/429-9465 or www.vintagemx.com.

* PENNSYLVANIA MOTOCROSS - Doublin Gap Motocross Park, Newburg. Info: 717/249-6036 or www.doublingap.com.

RHODE ISLAND TRIALS - New England Trials Association, Rhode Island Trials Club, Adler's Sand Pit, Chepachet. Info: 781/938-9298 or http://people.ne.mediaone.net/trials-neta/index.html.

SOUTH DAKOTA MOTOCROSS - SD/IA MX Series, Sioux Falls. Info: 605/361-2043.

* WASHINGTON MOTOCROSS - AMA, Ballzee Day, Washougal MX Park, Washougal. Info: 541/673-1671 or washougalmx.com.

* WISCONSIN MOTOCROSS - AMA, Aztalan Cycle Club, Sr. MX, Lake Mills. Info: 414/297-9367.

* WYOMING MOTOCROSS - SRAC/Cheyenne Cycle Club, Cheyenne. Info: 303/988-7722 or 303/989-7436 or www.srac.org.

* WYOMING MOTOCROSS - HPMA Series, Rnd 13, Powder Basin Motocross Track, Gillette. Info: 307/261-3100.

Sept 13-18

PORTUGAL SIX DAYS ENDURO - FIM, Federacao de Motocicliano, Coimbra, Portugal Municipal Stadium, Coimbra. Info: 351-1-353-6690.

Wed, Sept 15

* OHIO MOTOCROSS - AMA, Hocking County Fair, Logan. Info: 740/756-1267.

Thur, Sept 16

* IOWA MOTOCROSS - National Cattle Congress Grounds, night race, Waterloo. Info: 319/234-4375.

Sept 17 -18

ALABAMA DIRT TRACK - GFTL Racing, Penton. Info: 770/339-3997.

Sept 17-19

OREGON ROAD RACE - Oregon Motorcycle Roadracing Association, Endurance Race, Vintage Racing. Info: 503/221-1487.

Fri, Sept 17

MICHIGAN MOTOCROSS - Milan Cycle City, night racing, Milan. Info: 734/439-7735 or 734/241-1600.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race. Info: 513/662-7759.

* OHIO MOTORCYCLE & QUAD RACE - CRA, Wayne County Speedway, Orrville. Info: 330/948-4613 or www.waynecountyspeedway.com.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

OREGON SHORT TRACK - Pat's Acre's Speedway, Canby. Info: 503/284-2989.

WASHINGTON DIRT TRACK - Spokane Dirt Track Racing, Airway Heights ORV Park, Spokane. Info: 509/484-4844.

Sept 18-19

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234 or www.race-wsmc.com.

CANADA MOTOCROSS - International Oldtimers MX, Alberta Oldtimers. Info: 253/840-0466 or http://www.seanet.com/~russr.

INDIANA DRAG RACE - American Motorcycle Racing Association, 14th annual Indiana All Harley Nationals, US #41 Dragway, Morocco. Info: 317/422-8040.

MICHIGAN ROAD RACE - Great Lakes Road Racing Association, Rnd 9, Grattan. Info: http://www.glrra.com/schedule.htm.

* NEVADA MOTOCROSS - Rojo Productions/Suzuki RM Cup, Las Vegas Int'l Raceway, Las Vegas. Info: 909/657-6834.

OKLAHOMA MOTOCROSS - AMA Texas/Oklahoma Pro Circuit Regional MX, Cooperland Raceway, Stillwater. Info: 405/743-1515 or www.cooperland.com.

* VIRGINIA MOTOCROSS - AMA, District 13, Birch Creek Fall Classic 4-Stroke National, Rnd 10 Ultra Series, Birch Creek Motorsports Park, Danville. Info: 804/724-4392.

WEST VIRGINIA DUAL SPORT & TRAIL RIDE - Racer Productions, Elizabeth. Info: 304/284-0084.

* WISCONSIN SHORT TRACK - AMA, Aztalan Cycle Club, Clubgrounds, Lake Mills. Info: 414/297-9367 or 353-5920.

Sat, Sept 18

CALIFORNIA SPEEDWAY - Legends of Speedway, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933.

CALIFORNIA SHORT TRACK AND TT - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

CALIFORNIA MOTOCROSS - REM Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA FLAT TRACK - Southern California Flat Track Championship Series, San Diego Flat Track Association Inc., Temecula. Info: 619/277-1591 or tritt@pacbell.net.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/381-4001.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, night race, Ft. Lauderdale. Info: 954/321-9422.

* ILLINOIS HALF MILE - Prairie Thunder MC, AMA, District 17, Menard County Fairgrounds, Petersburg. Info: 309/538-4602 or dirttrackd17dir@juno.com.

* ILLINOIS SUPERCROSS - Henry County Supercross, night race, Henry County Fairgrounds, Cambridge. Info: 309/792-5813 or 309/792-8776.

KANSAS MOTOCROSS - Racers Edge MX, Baxter Springs. Info: 417/833-1574.

MICHIGAN SUPERCROSS - Michigan State Fair Supercross Series, Muskegon County Fair, Muskegon. Info: 616/924-5778.

MISSOURI MOTOCROSS - Challenge Trax, CT Fall Series, Rnd 3, Kingsville. Info: 816/779-5020.

NEW MEXICO FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, day race, Ruidoso. Info: 719/541-2741.

* NEW YORK SHORT TRACK - AMA, Square Deal Riders Motorcycle Club, night race, SDR Raceway, Harpursville. Info: 607/722-6195 or 607/693-2634.

OHIO MOTOCROSS - Delta Raceway, night racing, Delta. Info: 419/822-3006 or 734/241-1600.

OHIO MOTOCROSS - Dirt Country Raceway, AMA, District 11, Blanchester. Info: 513/625-7350 or 513/625-9987.

OHIO SHORT TRACK - 100cc Vintage Flat Track Club, Thornville. Info: 740/929-4229.

* OHIO SHORT TRACK - Honda Hills, Honda Hills Road, Thornville. Info: 740/323-3766.

* OHIO MOTOCROSS - AMA, Guernsey County Fair, Old Washington. Info: 740/756-1267.

OKLAHOMA MOTOCROSS - Cooperland Raceway, Fall Classic, Stillwater. Info: 405/743-1515.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, Night Race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA SHORT TRACK - AMA, Armin Hostetter Trail-Way Speedway, Hanover. Info: 717/359-4310 or www.trail-wayspeedway.com.

PENNSYLVANIA MOTOCROSS - SR/Vet National, Racer Productions Inc., High Point Raceway, Mount Morris. Info: 304/284-0084.

PENNSYLVANIA MOTORCYCLE DRAG RACING - Orient Express Powersports, Superbike Mike/Billet Big Blocks, Numidia Raceway, New Buffalo. Info: 717/834-9291.

* TENNESSEE MOTOCROSS - Jamestown Motocross Park, Rnd 10, Jamestown. Info: 931/879-8552 or 879-7459.

TENNESSEE STADIA-CROSS - KTMXA, Henry County Fairgrounds, Motorcycle Stuff Championship Series, Paris. Info: 901/642-0511.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

* VIRGINIA MOTOCROSS - AMA, District 13, Birch Creek Motorsports, Rnd 2 US Eastern Fall Series, Danville. Info: 804/724-4392.

Sun, Sept 19

ARKANSAS MOTOCROSS - Rad Roosters MX, Prairie Grove. Info: 501/839-2962.

ARKANSAS HARE SCRAMBLES - Arkansas Hare Scrambles Series, Bee Branch. Info: ahscs@earthlink.net.

CALIFORNIA FLAT TRACK - West Coast Vintage Flat Track Series, Cal Expo Fairgrounds, Sacramento. Info: 661/268-0105.

* CALIFORNIA MOTOCROSS - California Cross Summer Series, Hangtown National Track, Prairie City SVRA. Info: 916/782-8511 or www.californiacross.com.

CALIFORNIA MOTOCROSS - GFI Fall Series, Rnd 2, Factory Contingency, Starwest. Info: 909/341-8002.

CALIFORNIA MOTOCROSS - CMA, Little Okie Fall Series, Madera. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - GFI Fall Series, Rnd 2, Oatfield Race Way, Turlock. Info: 209/656-9682 or www.ampracing.com.

CALIFORNIA ENDURO - AMA, District 37, Checkpoint Enduro MC, Pinnacles

RACING ON THE TUBE

AUGUST BROADCASTS

DATE	TIME	EVENT	NETWORK
8/17/99	7:00 PM	American Thunder - Daytona Bike Week	Speed
8/17/99	10:00 PM	FIM World Supersport - England	Speed
8/19/99	6:30 PM	MotoWorld	ESPN2
8/19/99	7:00 PM	Bike Week - Dave Despain, host	Speed
8/20/99	2:30 AM	MotoWorld (R)	ESPN2
8/20/99	4:00 AM	AMA Motocross - Washougal, WA (R)	ESPN2
8/22/99	7:00 PM	Classics - Indian Motorcycles	Speed
8/22/99	9:00 PM	FIM World GP 250 *Czech Republic (Same day delay)*	Speed
8/22/99	10:00 PM	FIM World GP 500 *Czech Republic (Same day delay)*	Speed
8/23/99	4:00 AM	MotoWorld (R)	ESPN2
8/24/99	7:30 PM	Motorcyclist, Dave Despain, host	Speed
8/24/99	8:00 PM	Canadian Superbike C'ship - Halifax	Speed
8/26/99	5:30 AM	MotoWorld	ESPN2
8/26/99	6:30 PM	MotoWorld (R)	ESPN2
8/26/99	7:00 PM	Bike Week - Dave Despain, host	Speed
8/27/99	2:30 AM	MotoWorld (R)	ESPN2
8/29/99	8:00 PM	FIM World Superbike *Austria (Same day delay)*	Speed
8/29/99	9:30 PM	AMA Motocross - Millville, MN	ESPN2
8/31/99	2:00 PM	AMA Motocross - Millville, MN (R)	ESPN2

All times shown are Eastern. ESPN2 and Speedvision listed above.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.

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OVER THE HILL GANG

~~Sat., Aug. 21 Starwest MX Pro (Canceled night race) Moreno Valley, CA~~
Gang Only Race
Sun., Aug. 22 Glen Helen — San Bernardino, CA
Gang Only Race
Sun., Aug. 29 LACR — Palmdale, CA
Gang Only Race
Sat., Sep. 11 1999 Bay National #4 — Hollister Hills, CA
Sun., Sep. 12 1999 Bay National #4 — Hollister Hills, CA
Sun., Sep. 26 To be announced

The Ultimate 30+ Vet MX Club
Info: (562) 941-1515 (909) 277-1335

ZLT Racing Perris California
Practice and Race Schedule for Perris Raceway

Wed.,	Aug 18	2pm - 9pm (open)	
Thur.,	Aug 19	4pm - 9:30pm (open)	
Fri.,	Aug 20	4pm - 9:30pm (practice only)	
Sat.,	Aug 21	Hot Summer Nights (Gates open 2:30, Practice 4, Racing 5:15)	
Tues.,	Aug 24	10 to 4 Big Bikes 4 to dusk minis	

New Pee Wee Track available.
All minors must be accompanied by a parent or notarized legal guardian.
* All dates subject to change. Call for more information. (909) 657-7441

GFI RACING (909) 341-8002
A Rider for the Riders
Southern Region

Sun., Sep 12	GFI Fall Series Round 1	Perris
Sun., Sep 19	GFI Fall Series Round 2	Starwest
Sun., Sep 26	GFI Fall Series Round 3	Glen Helen

* Factory Contingencies
GFI Elsinore Grand Prix Entries Open August 23rd
Call GFI for More Information

GFI RACING For More Info Call (209) 656-9682 or look us up at www.ampracing.com
Northern Region — Factory Contingency

Sun Sept. 5	GFI Fall Series Rd. 1	Hollister Hills GP Track	Hollister, CA
Sun Sept. 12	AMP/GFI MX all Sportsman	Hollister Hills GP Track	Hollister, CA
Sun Sept. 19	GFI Fall Series Rd. 2	Oatfield Raceway	Turlock, CA
Sun Sept. 26	GFI Fall Series Rd. 3	Oatfield Raceway	Turlock, CA
Sun Oct. 3	GFI Fall Series Rd. 4	Hollister Hills GP Track	Hollister, CA

cma 559/673-8080

Fri.,	Aug., 20	Little Okie Summer Series	Madera, CA
Sat.,	Aug., 21	Bounty Hunter	Los Banos, CA
Sun	Aug., 22	Banquet	
Fri.,	Aug., 27	Little Okie Summer Series	Madera, CA

GNC MOTOCROSS
New Season Starts in September...
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Call: 214-351-9900
www.gncmx.com

CMC Racing 949/367-1141
Trans-Cal MX Nationals *:

Sat. Aug 21	Rnd 2N	Riverfront Park, Marysville, CA
Sat. Aug 28	Rnd 1PNW	Albany SX Track, Albany, OR
Sun. Aug 29	Rnd 2PNW	Albany SX Track, Albany, OR
Sun. Aug 29	Rnd 1S	Glen Helen Raceway, Devore, CA
Sun. Aug 29	Rnd 3N	Hollister Hills SVRA, Hollister, CA

*Contingency at selected events
Info: (949) 367-1141 or e-mail SPCMCMX@aol.com
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Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Staging Area, Lake Arrowhead. Info: 909/338-0311 or http://home.earthlink.net/~rlal/checkpoint.html.

COLORADO MOTOCROSS - AMA, District 25, State Championship Series, Rnd 4, Rocky Mountain Motocross Association, Summer Series, Rnd 8, Two Rivers Racing, Milliken. Info: 303/271-0190 or www.rmxa.com.

* COLORADO MOTOCROSS - SRAC, Mazda MX Series, Sports Riders Association of Colorado, M & M Connections, Colorado Springs. Info: 303/988-7722 or 303/989-7436.

* DELAWARE SHORT TRACK - Delaware Motosports, Seaford Speedway, Seaford. Info: 302/422-8661.

* GEORGIA MOTOCROSS - District 9, Georgia Fall Series, Georgia Promoters Group, Paradise Off-Road Park, Macon. Info: 912/475-5711.

* ILLINOIS HARE SCRAMBLES - AMA, Soil Series Little Egypt Off-Road MC, Jonesboro. Info: 618/252-2062.

* IOWA DIRT TRACK - Badger Racing Association, Van Buren County Fairgrounds, Keosauqua. Info: 920/699-3387.

KANSAS MOTOCROSS - Green Acres MX, KORR MX Fall Series, Rnd 6, Marion. Info: 316/382-2915.

MARYLAND MOTOCROSS - AMA, District 7, Antietam MC, Howell Road, Hagerstown. Info: 301/797-8686 or 797-1607 or http://members.aol.com/antietammc/index.html.

MICHIGAN HILLCLIMB - State Championship, Port Huron M/C Club, Port Huron. Info: 810/982-4894 or 810/982-6798.

* MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles Championship, Platte County Trailriders, Smithville. Info: 417/537-8406.

MISSOURI MOTOCROSS - Buffalo MX. Info: 417/345-6981.

MISSOURI MOTOCROSS - Possum Hollow MX, Missouri State Series, Rnd 6, Halltown. Info: 417/581-1977.

MISSOURI MOTOCROSS - Wide Open Moto-Park, Lebanon. Info: 417/588-9777.

MISSOURI MOTOCROSS - HLR Motorsports Park, AMA, District 18, Moberly. Info: 660/263-4296.

MONTANA SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Missoula. Info: 208/756-2548 or 208/769-2005.

NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, Alma. Info: 308/345-3744.

* NEVADA MOTOCROSS - Nevada State Championship Series, Rnd 8, Moto-X-West and Reno OTHG, Fernley International Raceway, Fernley. Info: 775/423-8226 or jaja@phonewave.net.

NEW MEXICO FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, day race, Ruidoso. Info: 719/541-2741.

OHIO POKER RUN - AMA, Dayton Motorcycle Club, Dayton. Info: 937/263-9321 or www.daytonmc.org.

OHIO MOTOCROSS - Sandusky Valley Riders MC, Tiffin. Info: 419/425-1515 or 734/241-1600.

OHIO HARE SCRAMBLES - CRA, Proffer Promotions, Cable Creek, Toronto. Info: 330/538-2220.

* OHIO MOTOCROSS - CRA, Fox Racing Day, Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OKLAHOMA CROSS COUNTRY - Oklahoma Cross Country Racing Association, Rosedale. Info: 405/390-5227 or members.aol.com/occra.

PENNSYLVANIA MOTOCROSS - District 5 State Championship, Racer Productions Inc., High Point Raceway, Mt. Morris. Info: 304/284-0084.

PENNSYLVANIA HARE SCRAMBLES - District 5 State Championship, Racer Productions Inc., High Point Raceway, Mount Morris. Info: 304/284-0084.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park Inc., Fredericksburg. Info: 717/273-1180 or 717/865-5530.

SOUTH CAROLINA HARE SCRAMBLES - Mid-East Hare Scramble State Line Motorcycle Club, Red Hollow, Greer. Info: 704/937-9177 or 704/484-9000.

* SOUTH CAROLINA CROSS COUNTRY - Carolina Cross Country Series, Foreston. Info: 843/558-3031.

SOUTH DAKOTA MOTOCROSS - Goat Eyewear Contingency, SD/IA MX Series, Yankton. Info: 605/665-9121.

TENNESSEE MOTOCROSS - Fort Campbell Motocross Club, Rnd 4, Clarksville. Info: 931/906-5598 or 931/552-3593.

* VIRGINIA MOTOCROSS - AMA, District 13, Fall Classic 4-Stroke National, Rnd 10 Ultra Series, Birch Creek Motorsports, Danville. Info: 804/724-4392.

* VIRGINIA MOTOCROSS - Victory Sports, AMA, Carolina Ultra Series, Rnd 10, Birch Creek MX, Danville. Info: 423/323-5497.

* WISCONSIN MOTOCROSS - AMA, Triplecross, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

Mon, Sept 20

MICHIGAN SUPERCROSS - Michigan State Fair Supercross Series, St. Joseph County Fair, Centerville. Info: 616/924-5778.

* OHIO MOTOCROSS - AMA, Tuscarawas County Fair, Dover. Info: 740/756-1267.

Wed, Sept 22

OHIO MOTOCROSS - CRA Fall Series MX, Amherst. Info: 440/988-3133 or 440/988-9100.

Thur, Sept 23

WASHINGTON DIRT TRACK - Playfair, Joe Kopp Challenge AMA/Vintage, night race, Spokane. Info: 509/489-5023.

Fri, Sept 24

* CALIFORNIA MOTOCROSS - KB Racing Promotions, night race, Fall Series, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

* CALIFORNIA SPEEDWAY - Speedway Motorcycle Races, Cycleland Speedway, Chico. Info: 530/342-0063.

IDAHO SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Meridian. Info: 208/756-2548 or 208/769-2005.

MICHIGAN MOTOCROSS - Milan Cycle City, night racing, Milan. Info: 734/439-7735 or 734/241-1600.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race. Info: 513/662-7759.

* OHIO MOTORCYCLE & QUAD RACE - CRA, Wayne County Speedway, Orrville. Info: 330/948-4613 or www.waynecountyspeedway.com.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

OREGON SHORT TRACK - Pat's Acre's Speedway, Canby. Info: 503/284-2989.

WASHINGTON DIRT TRACK - Playfair, AMA Hot Shoe National, night race, Spokane. Info: 509/489-5023.

Sept 25-26

ARIZONA DUAL SPORT - AMA, Desert Motorcycle Promotions, Prescott Valley, Prescott. Info: 623/465-0759 or desertmc1@aol.com.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

INDIANA DUAL SPORT & TRAIL RIDE - Stoney Lonesome MC, Columbus. Info: 812/342-1150.

* TENNESSEE MOTOCROSS - Pro-Am Series, Rnd 14, AMA, Victory Sports, United States Mega Series, Smoke Mountain Express, Pigeon Forge. Info: 423/323-5497 or www.victory-sports.com.

Sat, Sept 25

ARKANSAS MOTOCROSS - Cleburn County Speedway, Heber Springs. Info: 501/362-6325.

CALIFORNIA SPEEDWAY - Times Orange County/Legal Rights Defenders Season Finale, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933.

CALIFORNIA MOTOCROSS - REM Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - CMC, Marysville MX, Riverfront Park, night race, Marysville. Info: 530/695-2727 or http://marysvillemx.com.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, night race, Ft. Lauderdale. Info: 954/321-9422.

* IDAHO SHORT TRACK - Owyhee Motorcycle Club, OMC Club Grounds, Boise. Info: 208/922-3353.

* INDIANA MOTOCROSS - Steeltown MX Club, Chrisney City Park, Steeltown MX Park, Chrisney. Info: 812/925-8850 or 888/957-RACE or robin1grafix.com.

IOWA MOTOCROSS - AMA, MX Kingdom Inc., District 22, Fall Championship, Dallas County Fairgrounds, Adel. Info: 515/285-6910.

* IOWA MOTOCROSS - National Cattle Congress Grounds, night race, Waterloo. Info: 319/234-4375.

* KENTUCKY SHORT TRACK - Paducah Dirt Riders, County Park Lane, Paducah. Info: 502/444-6438.

MISSOURI MOTOCROSS - Sprout Patch MX, Billings. Info: 417/744-2593.

NEBRASKA SHORT TRACK - Norfolk Short Track, Norfolk. Info: 402/887-5380.

* NEW YORK MOTOCROSS - Broome-Tioga Sports Center Inc., AHRMA Vintage and Vet Championship, Binghamton. Info: 607/849-4438 or www.broome-tioga.com.

* NEW YORK SHORT TRACK - AMA, Square Deal Riders Motorcycle Club, SDR Raceway, Harpursville. Info: 607/722-6195 or 607/693-2634.

NEW YORK MOTOCROSS - AHRMA VMX Northeast Regional MX Series, Binghamton. Info: 914/429-9465 or www.vintagemx.com.

* NEW YORK SHORT TRACK - Outlaw Short Track, Accord Speedway, Accord. Info: 914/626-3478 or http://www.accordspdwy.com.

* NORTH CAROLINA MOTOCROSS - NAME, night race, Under The Lights Series, Rolling Hill Cycle Park, Reidsville. Info: 336/342-4492.

OHIO MOTOCROSS - Delta Raceway, night racing, Delta. Info: 734/439-7735 or 734/241-1600.

OHIO SHORT TRACK - 100cc Vintage Flat Track Club, Thornville. Info: 740/929-4229.

* OHIO SHORT TRACK - Honda Hills, Honda Hills Road, Thornville. Info: 740/323-3766.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, Night Race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA CROSS COUNTRY - Youth Bike Grand National Cross Country, Racer Productions, High Point Raceway, Mount Morris. Info: 304/284-0084.

SOUTH CAROLINA MOTOCROSS - District 9 & 29, Rnd 1, Georgia Series, Turkey Creek MX, Edgefield. Info: 803/637-3020.

* TENNESSEE ARENA CROSS - Jamestown Motocross Park, Rnd 10, Jamestown. Info: 931/879-8557 or 879-7459.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

* VIRGINIA SHORT TRACK - Virginia Outlaw Series, Lizard Ridge Raceway, Bedford. Info: 540/586-1824 or 540/464-4606.

Sun, Sept 26

ARKANSAS MOTOCROSS - Arkansas Motorsport Park, Donaldson. Info: 501/778-5712.

CALIFORNIA MOTOCROSS - Vintage Evolution MX, SVRG Series, LACR, Palmdale. Info: 760/744-8052.

CALIFORNIA GRAND PRIX - SRA GP, Competition Park, San Jacinto. Info: 714/957-2985.

CALIFORNIA MOTORCYCLE SHOW - Inter Shows Motorsport Promotions Inc., 6th annual All American Motorcycle Show, Hidden Valley Park, Irvine. Info: 949/598-5121.

* CALIFORNIA MOTOCROSS - CMC Trans-Cal MX Nationals, Rnd 2 South, Badlands Raceway, Victorville. Info: 949/367-1141.

CALIFORNIA MOTOCROSS - GFI Fall Series, Rnd 3, Factory Contingency, Glen Helen Raceway, Glen Helen. Info: 909/341-8002.

* CALIFORNIA MOTOCROSS - Salinas Valley Fair, 101 Bowl MX Track, King City. Info: 831/386-1813 or mxrott@inreach.com.

CALIFORNIA MOTOCROSS - CMA, Little Okie Fall Series, Madera. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - GFI Fall Series, Rnd 3, Oatfield Race Way, Turlock. Info: 209/656-9682 or www.ampracing.com.

* COLORADO SUPERCROSS - SRAC Mazda SX Series, Sports Riders Association of Colorado, Colorado Motorsports Productions, Inc., Lakewood. Info: 303/988-7722 or 303/989-7436.

* DELAWARE SHORT TRACK - Delaware Motosports, Seaford Speedway, Seaford. Info: 302/422-8661.

* GEORGIA MOTOCROSS - Georgia Championship MX Series, AMA, Echeconee MX Club, Macon. Info: 788/788-8227.

ILLINOIS MOTORCYCLE SHOW - J&P Promotions, 13th annual Motorcycle Parts Extravaganza and Ride In Bike Show, Bell-Claire County Fairgrounds, Belleville. Info: 319/462-6011.

KANSAS MOTOCROSS - Inman MX, KORR MX Fall Series. Info: 316/585-2429.

MICHIGAN DIRT DRAGS - High Point Series, Port Huron M/C Club, Port Huron. Info: 810/982-4894 or 810/982-6798.

* MISSISSIPPI MOTOCROSS - MX 886, Pontotoc MX 886 Fall Championships, Pontotoc. Info: 662/489-8316.

MISSOURI MOTOCROSS - Midwest Motorsports, AMA, District 18, Fall Series, Rnd 3, Kahoka. Info: 660/727-3301.

* NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway MX Park, Ashland. Info: 402/556-5801 or wsrmxpark@worldnet.att.com.

NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, Phillipsburg. Info: 308/345-3744.

NEW MEXICO MOTOCROSS - High Desert Racing Club, AMA, District 45, Aztec. Info: 970/533-9747.

* NEW YORK MOTOCROSS - AMA, Broome-Tioga Sports Center Inc., New York State Championship, Binghamton. Info: 607/849-4438 or www.broome-tioga.com.

NEW YORK MOTOCROSS - WNYSC Silver Springs Racing, Rock Glen. Info: 716/786-2087 or members.xoom.com/ssmxracing.

* NORTH CAROLINA MOTOCROSS - AMA, Districts 13 & 29, US Eastern Motocross Fall Series, Rnd 3, East Bend Speedway, East Bend. Info: 336/699-3629.

OHIO HARE SCRAMBLES - Amherst Meadowlark CRA Hare Scrambles, Amherst. Info: 440/988-3133 or 440/988-9100.

OREGON SHORT TRACK - Pat's Acre's Speedway, Canby. Info: 503/284-2989.

PENNSYLVANIA CROSS COUNTRY - Grand National Cross Country, Racer Productions Inc., High Point Raceway, Mount Morris. Info: 304/284-0084.

* PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park Inc., Fredericksburg. Info: 717/273-1180 or 717/865-5530.

PENNSYLVANIA MOTOCROSS - Pagoda Motorcycle Club, AMA, District 6, Birdsboro. Info: 610/582-3717.

* PENNSYLVANIA HARE SCRAMBLES - Flying Dutchmen MC, Pine Grove. Info: 570/345-6340 or 570/345-8734.

RHODE ISLAND TRIALS - New England Trials Association, Rhode Island Trials Club, Smith's Berry Farm, North Kingston. Info: 781/938-9298 or http://people.ne.mediaone.net/trials-neta/index.html.

* WASHINGTON MOTOCROSS - AMA, DeMarin Day, Washougal MX Park, Washougal. Info: 541/673-1671 or washougalmx.com.

WISCONSIN MOTOCROSS - AMA, District 16, Pine Ridgme Raceway, Athelstane. Info: 920/434-7015.

Sept 30-Oct 3

MISSOURI MOTOCROSS - Branson USA MX Championship. Info: 909/657-6834.

Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

Oct 1-3

* MISSOURI MOTOCROSS - Branson USA MX Nationals, Branson. Info: 909/657-6834 or www.branson.com.

Fri, Oct 1

* CALIFORNIA SPEEDWAY - Speedway Motorcycle Races, Cycleland Speedway, Chico. Info: 530/342-0063.

* OHIO MOTORCYCLE RACE - CRA, Wayne County Speedway, Orrville. Info: 330/948-4613 or www.waynecountyspeedway.com.

WASHINGTON SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series. Spokane. Info: 208/756-2548 or 208/769-2005.

Oct 2-3

CALIFORNIA CROSS COUNTRY - District 36, Bolado Park GP, Rnd 14, Tres Piños. Info: http://www.ama-d36.org/Cals/99CcCal.html.

CALIFORNIA MINI ROAD RACE - Northern California Mini Road Racing Association, Prairie City SVRA, Sacramento. Info: 916/722-5517 or ncmrra@aol.com.

COLORADO MOTOCROSS - AMA, District 25 State Championship Series Finals, Rocky Mountain Motocross Association, Summer Series, Rnd 9, Yampa Valley, Craig. Info: 303/271-0190 or www.rmxa.com.

* KENTUCKY MOTOCROSS - Daniel Boone MX, Eastern 4-Stroke National, London. Info: 606/877-1364 or www.mxaction.com.

* KENTUCKY MOTOCROSS - Pro-Am Series, Victory Sports, Kentucky State Championship, AMA, United States Mega Series, Rnd 15, London. Info: 423/323-5497 or www.victory-sports.com.

* NEW JERSEY MOTOCROSS - 23rd annual Kawasaki Motocross Race of Champions, Raceway Park Motocross, Englishtown. Info: 732/446-7800.

* TENNESSEE SUPERCROSS - AMA, Full Throttle Racing Inc., Lebanon Tennessee Fairgrounds, Lebanon. Info: 615/255-5556.

TEXAS MOTOCROSS - Lake Whitney MX. Info: 254/694-4271.

VIRGINIA TRAIL RIDE - Northern Virginia Trail Riders, Woodstock. Info: 540/547-3317.

Sat, Oct 2

CALIFORNIA SPEEDWAY - Costa Mesa Speedway, Orange County Fairgrounds, night race, Coors Light U.S. National Championship, Costa Mesa. Info: 949/492-9933.

FLORIDA SHORT TRACK - Orange County Raceway, FDTRA Series, Orlando. Info: 407/869-5388 or 407/381-4001.

* KENTUCKY TT - Paducah Dirt Riders, County Park Lane, Paducah. Info: 502/444-6438.

MISSOURI MOTOCROSS - Sprout Patch MX, Billings. Info: 417/744-2593.

OHIO SHORT TRACK - 100cc Vintage Flat Track Club, Thornville. Info: 740/929-4229.

* OHIO SHORT TRACK - Honda Hills, Honda Hills Road, Thornville. Info: 740/323-3766.

* OHIO MOTOCROSS - Motocross Racing Association, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* TENNESSEE ARENACROSS - Jamestown Motocross Park, Rnd 11, Jamestown. Info: 931/879-8557 or 879-7459.

* TENNESSEE STADIA-CROSS - KTMXA, Tennessee State Championship Series, Paris Dirttrackers Inc., Henry County Fairgrounds, Paris. Info: 901/642-0511 or www.festivalusa.com/arenacross.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

Sun, Oct 3

* CALIFORNIA MOTOCROSS - CMC Trans-Cal MX Nationals, Rnd 3 South, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - GFI Fall Series, Rnd 4, Hollister Hills GP Track, Hollister. Info: 209/656-9682 or www.ampracing.com.

* COLORADO MOTOCROSS - SRAC Mazda MX Series, Sports Riders Association of Colorado, Pueblo Motorsports, Inc., Pueblo. Info: 303/988-7722 or 303/989-7436.

* DELAWARE SHORT TRACK - Delaware Motosports, Seaford Speedway, Seaford. Info: 302/422-8661.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Website Address/URL: _____

Your name: _____

Motocross
Salinas Valley Fair
101 Bowl MX Track
King City, CA
July 11
By Sharlene Hughes

50 BEG
Dylan Trujillo KTM
Jonathan Morrison KTM
Michael Chavez Hon
Austin Flynn KTM
Jon Vassolo KTM
60 BEG
Matthew Williams KTM
Daniel Washington Kaw
Joshua Duppong KTM
Michael Chavez Kaw
60 NOV/INT
Bryce Huffman Kaw
Joey Iffert Kaw
80 BEG
Bryce Huffman Yam
Greg Kudlac Yam
Brian DiCiano Kaw
Matthew Williams Suz
Joey Iffert Kaw
80 NOV/INT
Dustin Biaggini Yam
Casey Dunn Yam
125 BEG
Perry Massey Yam
Steve Kopy Suz
Nathaniel Woodall Yam
Kit Joos Hon
Dustin Biaggini Yam
125 NOV
Eric Johnson Yam
Ken Madrid Hon
Bill Huffman Yam
Doug King Yam
250 BEG
Bobby Guy Kaw
Doug King Yam
Kit Joos Hon
Steve Kopy Suz
Allyn Fitzpatrick Kaw
250 NOV
Jon Replogle Kaw
Brent Nichols Kaw
Donny O'Keefe Hon
Matt Silva Kaw
VET & O/T
Perry Massey Yam
Matt Miller Yam
Alex Rouch Yam
Wayne Nash Hon
Doug King Yam

Road Race
Oregon Motorcycle RoadRacing Association
Portland International Raceway
Portland, OR
July 17-18
By Janice M. Logan

OPEN S/SPT EX
David Cook Yam
Mike Sullivan Kaw
Robert Underwood Suz
OPEN S/SPT AM
Robb Ladd Kaw
Randy Word Suz
Tim Hudnall Kaw
750 S/SPT EX
John Dugan Suz
Robert Underwood Suz
Trent McLean Suz
750 S/SPT AM
Patrik Paletar Kaw
Robb Ladd Kaw
Randy Word Suz
600 S/SPT EX
Alan Schmidt Kaw
David Cook Yam
Rob Carpenter Yam
600 S/SPT AM
Peter Krogh Kaw
Andrew Hale Yam
Jeff Stites Hon
450 S/SPT
David Moss Yam
Paul Ludwig Yam
Matt Doyle Yam
OPEN S/BK
Mike Sullivan Kaw
David Cook Yam
Keith Pinkstaff Kaw
750 S/BK
Robert Underwood Suz
John Dugan Suz
Anthony Manciu Suz
250 GP
Gene Brown Yam
Kory Cull Yam
Edward Sadvar Yam
600 S/BK
David Cook Yam
Alan Schmidt Kaw
Rob Carpenter Yam
M/W S/BK
Kenneth Botham Hon
Nobi Iso Apr
Alan Schwen Suz
125 GP
Nobi Iso Apr
Richard Matthews Hon
Danielle Saxman Apr
450 S/BK
Darcy Ziegler Yam
Jamie Emery Suz
David Moss Yam
OPEN GP TW
Andy Pleune Suz
Dan Wilson Suz
Alan Thain Suz
650 GP TW
Alan Schwen Suz
Kenneth Botham Hon
David Lanigan Suz
OPEN CLSC S/BK
Hakan Backman Kaw
Wayne Chan Yam
Joe Mallen Hon
SM-BORE CLSC S/BK
Darryl Williams Yam
Darcy Ziegler Yam
Bardsley Donovan Yam
OPEN VINT
Rich Levert Hon
Mark Leslie Suz
Ron Glaspey Hon
500 VINT
Matthew O'Connor Hon
Don Freeman Hon

Motocross
Canyon Offroad Park
Summer Gold Series
Glendale, AZ
July 24
By Stacy McKinley

P/W JR
Brodie Prather Cob
Jordan Baca KTM
P/W BEG (4-6)
Cody McElroy Cob
Danin Taylor Yam
P/W BEG (7-8)
Dustin Brockman Hon
Trey Adamson KTM
Vanessa Baca Hon
Dale Miller Lem
Brian McCarty Yam
P/W OPEN
Brodie Prather Cob
Douglas Wang
Cody McElroy Cob
60 JR
Jeffrey Jenkins KTM
Nathan Mahoney KTM
Nick Whilborg Kaw
60 BEG
Robbie Westerman Kaw
Cody Pratt Kaw
Tyler Littlefield Kaw
Wesley Foster Kaw
Tyler Briggs Kaw
80 JR
Brett Farrell Kaw
Kyle Strippleman Hon
Steven Whilborg Hon
80 BEG
Scott Dorfler Hon
John Mahoney Yam
Dustin Millard Yam
Travis Comer Kaw
Jake Miller Hon
80 OPEN
Kyle Stripplenkin Hon
125 JR
Ilan Grossman Kaw
125 BEG
Brett Farrell Kaw
Alfonso Baca Hon
Dustin Glossop Hon
Dustin Millard Yam
250 JR
Eric Havins Hon
250 BEG
Darrin Austin Yam
Mike Wagner Yam
Clint Comer Yam
Daniel Shepard KTM
Lee Fencil Yam
250 PRO
Jason Birdsong Yam
Soren Molina Yam
BK OPEN
Jason Birdsong Yam
VET BEG
Darrin Austin Yam
Daniel Shepard KTM
VET JR
Bill Flagg Hon
Ken Carr KTM
Jon McNew Yam
VET INT
Lenny Suppes Hon
Richard McCullough Yam

Motocross
Salinas Valley Fair
101 Bowl MX Track
King City, CA
July 25
By Sharlene Hughes

50 BEG
Dylan Trujillo KTM
60 BEG
Matthew Williams KTM
Joshua Duppong KTM
Daniel Washington Kaw
Wesley Hearne Yam
Kyle Balsdon Kaw
60 NOV
Tyler Trujillo KTM
Joey Iffert Kaw
60 INT
Bryce Huffman Kaw
80 BEG
Nick Balsdon Yam
Greg Kudlac Yam
Bryce Huffman Yam
Tyler Trujillo KTM
Dusty Somogyi Yam
80 NOV
Michael Bunyea Hon
Dustin Biaggini Yam
Casey Dunn Yam
125 BEG
Nathaniel Woodall Yam
Dustin Biaggini Yam
Jimmy Roberson Kaw
Perry Massey Yam
Daniel Ramirez Suz
125 NOV
Ken Madrid Hon
Kit Joos Hon
Trafton Chandler Yam
Doug King III Yam
William Huffman Yam
125 INT
Sam Sawdy Yam
Billy Jurevich KTM
125 PRO
Nathan Woods Yam
Rich Stephens Yam
250 BEG
Steve Kopy Hon
Robert Guy Kaw
Kit Joos Hon
Brent Hendrix Yam
Keith Finch Yam
250 NOV
Matt Silva Kaw
Donny O'Keefe Hon
250 INT
Sam Sawdy Yam
Billy Jurevich KTM
Brent Nichols Kaw
VET & O/T
Doug King Yam
Alex Rouch Yam
Perry Massey Yam
Wayne Nash Hon
Mark Sanchez

Motocross
Washougal Amateur Days
Washougal MX Track
Washougal, WA
July 29
By Pat Dougherty

50 (4-6) STK OIL-INJ
Kelsey Petrini Yam
Brody Thom Yam
Justin Riley Yam
Paul Nelson Yam
Grayson Bailey Yam
50 (4-6) STK
Landon Currier Cob
Thomas Nichols KTM
Scotty Craven Lem
Trent Jones KTM
Trevor Ivey KTM
50 (7-8)
Chris Howell Pol
Taylor McKee KTM
Joey Ruminer Jr. KTM
Cory Surber KTM
Frankie Boncz ATK
60 (7-8)
Jake Anstett KTM
Rhett Johnson Kaw
Chris Howell Kaw
Kyle Thompson Kaw
Taylor McKee KTM
60 (9-11)
Michael La Paglia KTM
Avery Weaver Kaw
Cody Dedham Kaw
Matthew Spencer Kaw
Jay Linger Kaw
80 (7-11)
Justin Keenly Hon
Michael La Paglia Suz
Briar Perry Kaw
Guy Tow Kaw
Kory Huffman Suz
80 (12-13)
Eric Nye Yam
Philip Ehnat Yam
A.J. Peers Suz
Derrick Hakes Hon
Cody Buyas Kaw
80 (14-15)
Benjamin Swendson Kaw
Ryan Jaycook Kaw
Casey Lager Yam
David Loessberg Yam
Sean Murphy Suz
80 D (7-11)
Daniel Hamilton Kaw
Gary Sutherlin Yam
Seth Warner Yam
Derek Nelson Yam
Jim Alexander III Kaw
80 D (12-15)
David Button Kaw
Joe Shipment Hon
Eddie Payne Kaw
Erik Rhine Hon
Blaine Snyder Kaw
125 A
Lance Smail KTM
Tony Mondo Kaw
Scott Burris Yam
Bobby Fitch Yam
Mitch Merritt Hon
125 B D-1
Michael Storm Kaw
Keith Ford Kaw
Cameron Weaver Yam
Evan Laughridge Suz
Todd Blanchard Kaw
125 B D-2
Jason Ciarletta Yam
Leighton Lillie Yam
Eli Hubscher Hon
Don Bainbridge Yam
Shawn Bushnell Kaw
125 B D-3
Ryan Metzler Suz
Ryan Duntsch Hon
Bryan Wandling Hon
Turbo Reif Hon
Jeff Conway Kaw
125 C D-1
Kyle Versteeg Yam
Vernon McKiddie Yam
Joey Mancuso Hon
Brian Severson Hon
Boyd Foster Kaw
125 C D-2
Joe Pearson Yam
Jason Hanson Yam
Christopher McAvoy Suz
Frank McKuhn Hon
Mark Jordan Suz
125 C D-3
Chris Loredo Yam
Bryan Thiebedeau Kaw
Shawn Gilbert Yam
Dan Sobole KTM
John Goodby Yam
125 D D-1
Matt Kirby Yam
Lucas Buyas Yam
Garrett Seek Yam
Nick Damato Yam
Spencer Ramsey Hon
125 D D-2
Ryan Jaycook Kaw
Rick Hoffman Kaw
Curtis Crenshaw Yam
Bryan Campbell Hon
Winston Cook Suz
125 D D-3
Joey Lancaster Hon
Jon Thompson Hon
Ryan Thompson Hon
Brandon Hillman Yam
James Brooks Kaw
250 A
Lance Smail KTM
Michael Peacock Hon
Brad Conway Yam
John Beal Yam
Brian Foster Yam
250 B D-1
Evan Laughridge Suz
Ryan Metzler Suz
Turbo Reif Hon
Todd Blanchard Kaw
Scott Watson Yam
250 B D-2
Travis Murphy Suz
David Stephenson Yam
Zeb Ziganti Yam
Jason Parks Kaw
Ryan Henderson Hon
250 C D-1
Gary Forrest Kaw
Ron Rudi Hon
Jacob Gregg Suz
Philip Lajiness Kaw
Lowell Fretz Hon
250 C D-2
Steve Miller Suz
Chris Loredo Yam
Jon Shultz Yam
Byron Frick Yam
Patrick Dougherty Suz
250 C D-3
Sean Stewart Hon
David Harvey Kaw
Chance O'Neil Hon
Brandon Thomas Yam
Aaron Osborne Suz
250 D D-1
Ryan Yotter Hon
Sam Lindsey Hon
Nick Morrison Kaw
Duane Romero Hon
David McCammon Suz
250 D D-2
James Grundmeyer Hon
Bret Mitchell Hon
Greg Ryan Yam
Johnny Pankoke Yam
Ed Roane Kaw
250 D D-3
Daren Anstett Yam
Scott Zembe Hon
Mitch Jansen Suz
Chad De Rosa Yam
Cedric B. Andrews Kaw
25+ A/B
Tim Phillis Yam
Mike Hodges Suz
Rick Hansen Yam
Martin Klossner Yam
Chris Russell Hon
25+ C D-1
Mark Jordan Suz
Barry Selley Kaw
Gary Forrest Kaw
Lance Lockhart Kaw
Jon Harrison Hon
25+ C D-2
Eric Martin Yam
Douglas Lindgren Suz
David Harvey Kaw
Aaron Osborne Suz
Gary Rose Yam
30+ A
Don Boespflug Yam
Martin Klossner Yam
Grayson Hart KTM
Rick Hansen Yam
Tim Phillis Yam
30+ B
Mike Hodges Suz
Mickey Crenshaw Yam
Gary Randall Hon
Patrick Dougherty Suz
Richard Fox Yam
30+ C D-1
Bret Mitchell Hon
Gary Rose Yam
Kurt Bender Yam
Philip Lajiness Kaw
Kevin McRae Yam
30+ C D-2
Mike Clayton Hon
Chip Chapman Suz
Jeff Harvill Yam
Kevin Halliday Yam
Jon Harrison Hon
30+ C D-3
Dennis O'Neil Kaw
Rory Kizer Yam
A. Jay Harry Yam
Russ Kaurman Yam
Dan Rosengren Hon
40+ A
Chuck Sun Hus
Darryl Zumstein Hon
Ted Devol Suz
Greg Nelson Kaw
Ross Maeda Yam
40+ B
Joseph Gonzalez Yam
Gary Martin Kaw
Tom Balut Hon
David Pinkman Hus
Michael Schwerzler Kaw
40+ C
Rory Kizer Yam
Mark Hontou Yam
Dan Rosengren Hon
Rory Berg Yam
Brian Bertsch Hon
4-STRK A
Spud Walters Yam
Dustin Nelson Yam
Paul Winn Yam
Rich Taylor BBR
Nathan Woods Yam
4-STRK B/C
Jason Parks Yam
Mickey Crenshaw Yam
Richard Fox Yam
Craig Bowman Yam
James Miller Hon
BTH D-1
Travis Murphy Suz
Jeremy Scism Kaw
Shawn A. Bushnell Kaw
Dustin T. Lyon Yam
Sean Stewart Hon
BTH D-2
Jessy Williams Yam
Ryan P. Duntsch Hon
Keith A. Ford Kaw
Jason Ciarletta Yam
Ryan Henderson Hon
BTH D-3
Cameron J. Weaver Yam
Jason R. Hanson Yam
Eli Hubscher Hon
Leighton Lillie Yam
Brandon F Thomas Yam
OPEN B/C
Byron K. Frick Yam
Michael E. Dougherty Hon
Jon Shultz Yam
Mickey Crenshaw Yam
Eric Martin Yam
OPEN D
Richard Price Hon
Dan Rosengren Hon
Wayne Hunter KTM
Barry Mueller Yam
Jeffrey S. Kissinger KTM
S/MINI (12-15)
Joey Mancuso Hon
Eric Nye Yam
Vincent Blair Hon
David Rose Kaw
Rick Hoffman Hon
S/MINI (9-11)
Guy E. Tow Kaw
Kory Huffman Suz
Robert Wullbrandt Suz
Brett Mountain Yam
Brock Morehead Hon
WMN A
Stefy Bau Kaw
Tania Satchell Kaw
Nicolette Harris Kaw
Dawn Piazza Yam
Sheena Patterson Suz
WMN AM
Shelley Tull Hon
Tamra Madden Suz
Kristi Meyers Kaw
Sommer Beatley Yam
Kristine Laureano Kaw

Motocross
AMA District 99 Southeast Youth Regional
Lazy River MX
Chatsworth, GA
July 21
By Marty Martin

51 (4-6) STK SHAFT
Kalen Fitzpatrick Yam
Cody Robbins Yam
Malcolm Stewart Yam
Trevor Barrett Yam
Randall Taylor Yam
51 (4-6) STK AM D-1
Ian Trettel Cob
Garret Toth Cob
Tyler Moore Cob
James Schmaus Cob
Ryan Zimmer Cob
51 (7-8) STK AM D-2
Austin Stroupe Cob
Les Smith Cob
Bradley Bollmann Cob
Dennis Ellis Jr. Cob
Bradley Bunch Cob
65 (7-9) STK
Ricky Renner KTM
Dean Dyess III KTM
Broc Tickle KTM
T.J. Rhonelli Kaw
Brandon Miller KTM
65 (10-11) STK
Kyle Meeks KTM
Jake Griffis Kaw
Matthew Tisdale Kaw
Jonathan Camp KTM
Tripp Atkinson KTM
85 (7-11) STK
Kyle Chisholm Kaw
Matt Boni Kaw
Luke Bunzendahl Yam
Kyle Meeks Suz
Jake Griffis Hon
85 (12-13) STK
James Stewart Jr. Kaw
Bryan Johnson Jr. Suz
Shane Lusk Hon
Stephen Shoaf Suz
Zackary Lundy Hon
85 (9-13) MOD
James Stewart Jr. Kaw
Bryan Johnson Jr. Suz
Matt Goerke Suz
Kyle Chisholm Kaw
Shane Lusk Hon
85 (14-15) STK
Paul Perebijnos Hon
Blake Hovis Hon
Shawn Mayo Hon
Chris Ivey Kaw
Zachary Miller Suz
85 (14-15) MOD
Paul Perebijnos Hon
Michael Sisemore Kaw
Augie Lieber Suz
Shawn Mayo Hon
Blake Hovis Hon
105 (12-15) S/MINI
James Stewart Jr. Kaw
Shane Lusk Hon
Donny McGourty Suz
Paul Perebijnos Hon
Zackary Lundy Hon
125 (12-15) STK
Derrick Fisher Suz
Troy Adams Suz
Dan Truman Suz
Jamaal Bond Hon
Dash Lyle Suz
125 (12-15) MOD
Kyle Farnell Suz
Troy Adams Suz
Derrick Fisher Suz
Dan Truman Suz
Jordan Peeples Yam
WMN (12-15) 80-105
Leah Cantrell Suz
Marisa Hampshire Hon
April Hodges Kaw
Dyanna Conner Hon
Brjanna Millsaps Suz
WMN 105,125+
Jessica Patterson Kaw
Nicole Flanders Yam
Laurie Fitzpatrick Yam
Patty Whitehouse Suz
K.C. Lambert Kaw

Motocross
Galion Sunset Ramblers
Galion, OH
August 1
By Michael Davis

50 D-1
Ryan Titus KTM
Dustin Anderson Pol
Anthony Sansotta KTM
Blake Yoxtheimer KTM
Anthony Corrado Pol
50 D-2
Ryan Titus Yam
Brandon Weber Yam
Aaron Jenkins Yam
Mackenzie Jones Yam
Mathew Bluh Yam
P/W B
Matt Webster Suz
Brandon Weber
60
Bryce Liddle Kaw
Ryan Titus Kaw
Josh O'Neal Kaw
Codie Heitsche Kaw
Dustin Anderson Pol
MINI JR
Kyle McConnell Suz
Craig Thomas Hon
Michael Roberts Kaw
Bryce Liddle Kaw
Ben Yandel Kaw
MINI SR
Jared Grabiel Kaw
Lyle McConnell Suz
Michael Roberts Kaw
Craig Thomas Hon
Heath Davis Kaw
SCHBY
Jake Morningstar Yam
Jared Grabiel Kaw
Andy Kandel Kaw
Toby McWaters Yam
Rick Crist Kaw
125 A
Ryan Lutz Yam
Trent Heller Hon
Travis Ousley Hon
125 B
David Smith Yam
Scott Shane Yam
Mark Claus Hon
Justin Schmehl Hon
Kevin Kalb Yam
125 C
Jake Morningstar Yam
Christian Lunt Yam
Chuckle Smith Hon
Brad Ritchie Hon
Chuck Szymezak Hon
250 B
Bryan Wortman Suz
David Diehl Yam
Travis Ousley Suz
John Stump Hon
250 C
Brian Kennard Hon
Cory Vultz Kaw
Darren Bostic Hon
Steve Heitsche Hon
Todd Ebersole Hon
250 4-STRK B
Jeff Barker Hon
Jeff Houser Hon
Bruce Levings Hon
Cory Holt Hon
Nathan Darnell Kaw
250 2-STRK B
Cory Hoffman Hon
25+
Dan Diehl Yam
Todd Ebersole Hon
Chuck Szymezak Hon
William Simmers Suz
Matt Bonness Yam
30+
Dave Smith Yam
Dave Sandridge Yam
J. Quinlan Hon
Randy Bostic Hon
Michael Davis Hon
40+
Paul Fox Hon
Carl Davis Hon
John Bush Kaw
Tom Ballinger Kaw
Darryl Daugherty Hon
OPEN
John Bush Kaw
BMBR
Brad Koepfer Hon
Rod Jenkins Yam
Mike Davis Hon
Joshua Inman Hon
Frank Jividen Hon
EXTRA
Trent Heller Kaw
Matt Feasel Hon
Joey Lange Yam

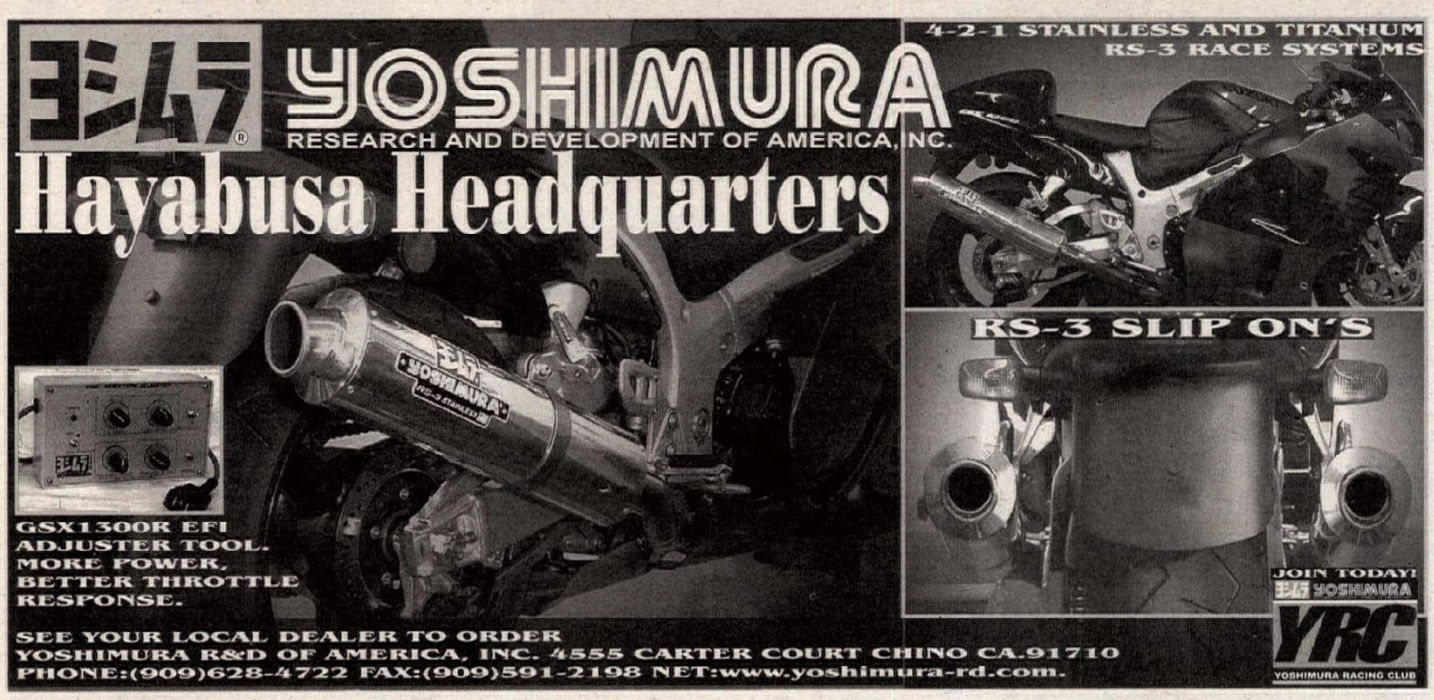
Hillclimb
Krome Kroozer Hillclimb
Truxton, NY
July 18
By Fran Brown

50
R.J. Moore
60
John Blaha
Josh Holden
80 JR
Tom Dietrick
Trista Divelbliss
80 SR
Trevor Hayes
Jake Blaha
William Yaw
200
Lee Miller
Mario Pevo
Steve Murray
250
Tim Barden
Brian O'Connor
Tim King
Robert Rumsey
Jerry Holden
400
Steve Delays
Bob Moore
George Newton
600
Greg Nowak
Jerry Divelbliss
Jim Wolfe
Fran Brown
Rodney Turner
750
Steve Delays
Lee Miller
Fran Brown
VINT
Greg Nowak
Leroy Detrick
Lee Miller
SR
Greg Nowak
Richard Zogg
George Newton
OPEN
Jerry Divelbliss
Rodney Turner

Stadium Motocross
Round 3
Western Reserve MC
Salem, OH
July 24
By Ken Cartwright

BEG P/W
Wesley Withers Yam
Quinn Wentzel KTM
Cody Smith Yam
Dakota Santee KTM
Michael Liposchel KTM
JR P/W
Ricky Smith Cob
Nate Stork Cob
Dylan Bantum Cob
Nick Risden KTM
Kyle Heath KTM
SR P/W
Matt Stork Cob
Josh Albrecht KTM
Alex Mason KTM
Kenny Mazurkiewizc KTM
60
Kirk Hines KTM
Kyle Gills Kaw
Mike Blauman Kaw
Robbie Risden Kaw
Johnny Delbalso Kaw
JR MINI
Danny Kosmed Yam
Jimmy Berg Hon
Jake Martin Kaw
Brandon Talkington Suz
SR MINI
Cassidy Thompson Hon
Tyler Bickle Kaw
S/MINI
Danny Kosmerl Yam
Jimmy Berg Hon
Greg Myers Kaw
Ty Bickle Yam
Cassidy Thompson Hon
SCHBY
Brian Gerth Suz
Tyson Leggett Kaw
Mike Tolliver Suz
Andrew Hall Suz
Greg Myers Suz
L/W MNY
Tony Marzano Suz
John Mavar Hon
Bo Bowman Kaw
H/W MNY
Joe Maretich Yam
Kevin Gnapp Hon
Darin Ernst Yam
Bo Bowman Kaw
125 B
Brian Gerth Suz
David Kilgore Kaw
Don Davis Yam
Bryan Santee Suz
Dale Pritchard Yam
125 C D-1
Mike Tolliver Suz
Andrew Hall Suz
Jerod Meister Yam
Joe McKenney Yam
Scott Lee Macuich Suz
125C D-2
Kevin Spence Yam
Jimmy Schneider Yam
Carey Weingart
Eric Haus Suz
Dino Giogliardo Yam
250 B
Joe Maretich Yam
Jason Kleim Hon
Bryan Santee Suz
Nate Glista Suz
250 C
Jerad Meister Yam
Robert Gogich Yam
Norm Into Hon
Jason Albright Suz
Lance Foster Hon
25+
Kevin Gnapp Hon
Greg Upbon Hon
Aaron Risden Kaw
SR 1
John DelBalso Hon
Bill Rose Suz
Rick Hopkins Kaw
Ashley Hawkins Suz
Michael Brian Kaw
SR 2
Rick Hopkins Kaw
Norm Into Hon
Gary Macuich Suz
Mark Bickle Suz
Jerry Santee Suz
S/SR
Butch Pownell KTM
OPEN
Frank Gallo Jr. Yam
Andy Sczypta Yam
Ed Rutushin KTM
Dewey Dutting Hon
BMBR
Scott Hayes Kaw
Ken Cartwright Yam
Rob Buydos Kaw
EXTRA
Tony Marzano Suz
Dale Pritchard Yam
Dave Kilgore Kaw
Darin Ernst Yam
B.S. Duke Yam
4-STRK
Mike Cosma Hon
Dusty Loy Yam
Andy Sczypta Yam
WMN
Kimberly Kocher Kaw

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.



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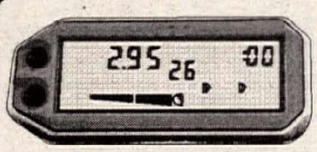
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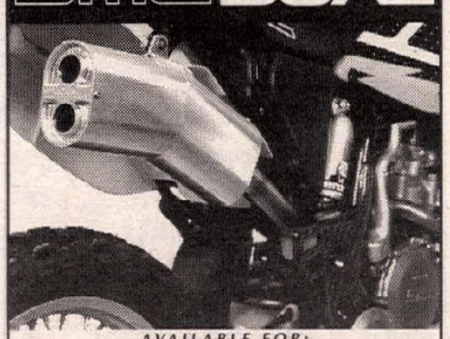

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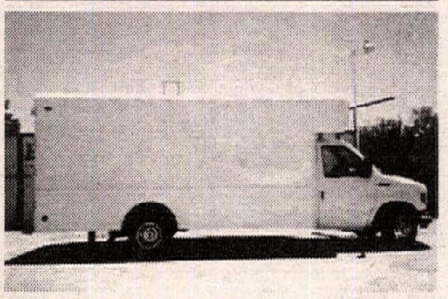

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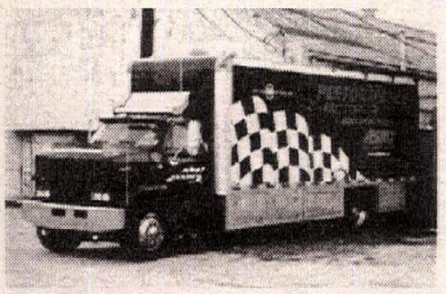

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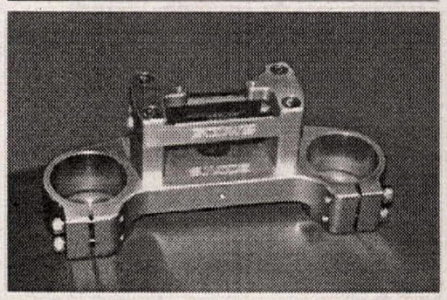

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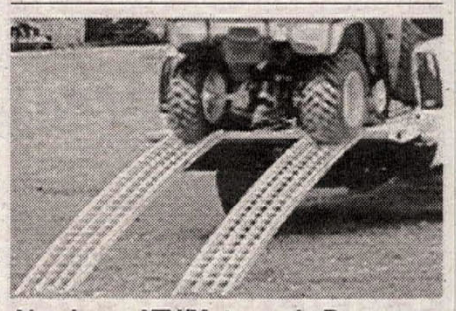

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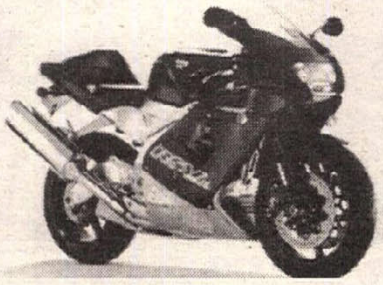

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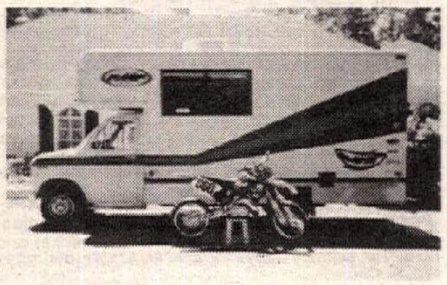

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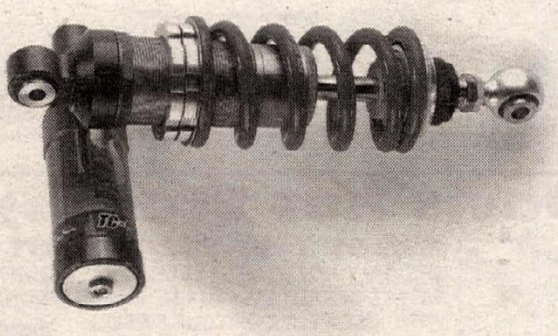

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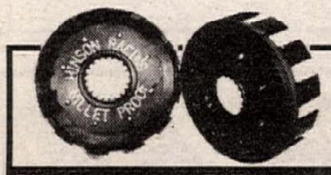

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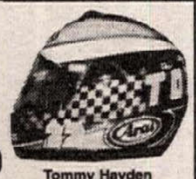

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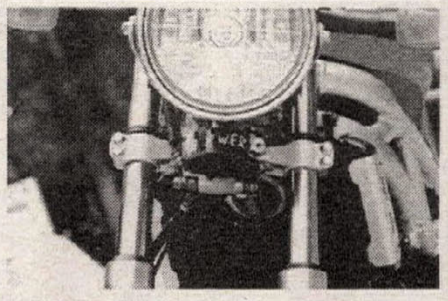

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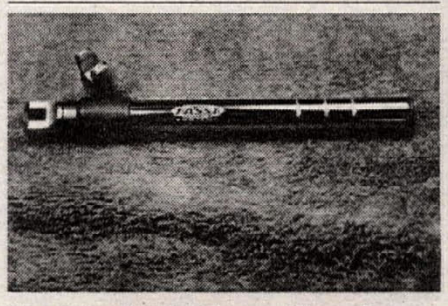

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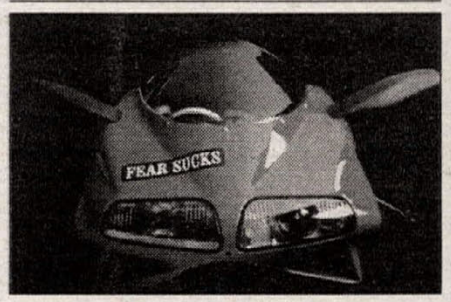
DYMAGS, Kerker, Dynajet Stg. 7, drag bars, Wheelie bars/struts, Corbin, cutom paint + all stock parts. $6,500 OBO. (520)977-4541. AZ



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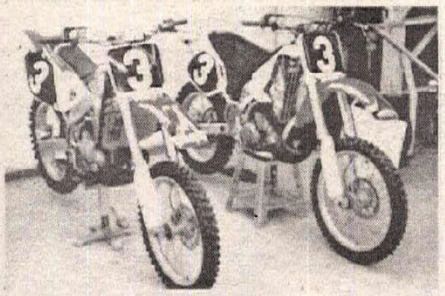

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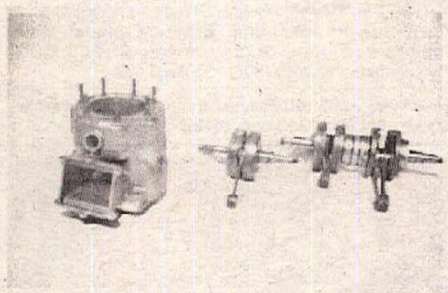

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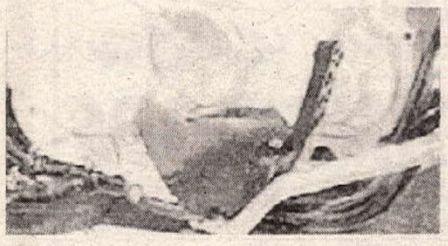

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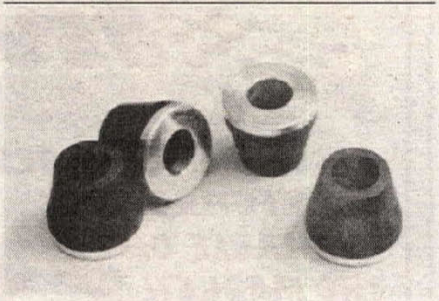

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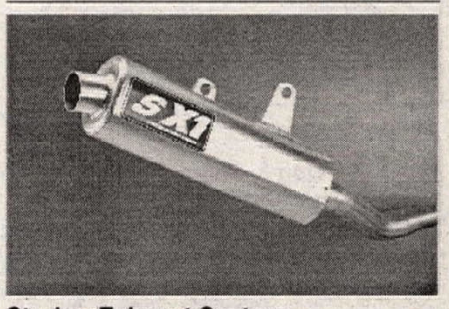

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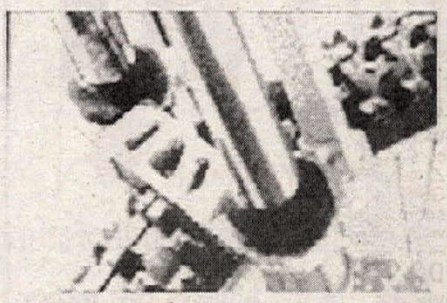

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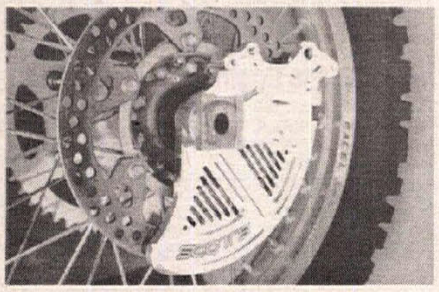

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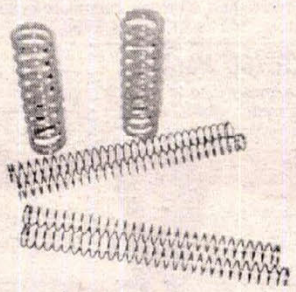

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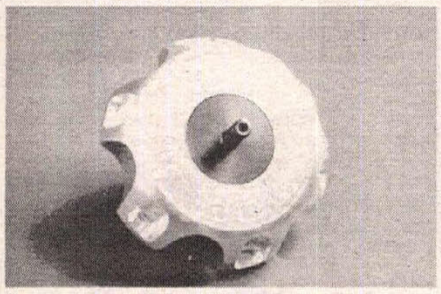

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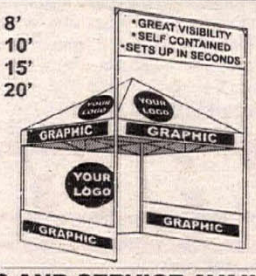

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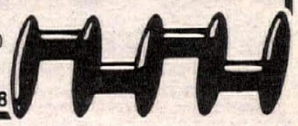

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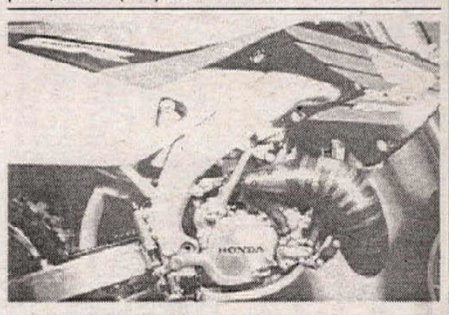

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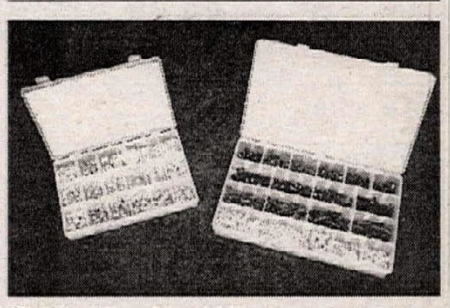

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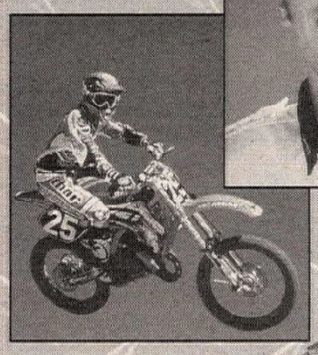

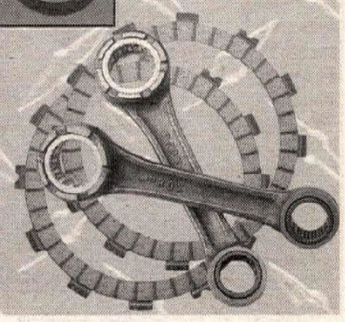

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BY KENNY ROBERTS JR.

Now that the summer break's almost over, I'm ready to get back on my motorcycle and keep the momentum going from Germany. What a lot of people have asked me about here at home in Modesto is why it took so long to win my third race after I'd won the first two at the start of the year. Part of it is the tracks, and part of it is the bike, and part of it is me.

The track in Malaysia is a very downhill-uphill, off-camber-cambered race track, very precise, very technical; it allows for no mistakes. And we didn't make many mistakes during the race. The reason for that was that we had the right combination because we'd tested there a couple of times before the season, which meant we were ready for the race.

And, of course, I think the wet weather in Japan helped. I'm not sure how we would have been in the dry. It's one of those race tracks where you have to get a good start. The team proved that in both conditions we were competitive.

But there were still things on the bike that Warren (Willing) and I weren't happy with and that Suzuki was working on and still is.

Anyhow, after Japan, all is well. Suzuki's comeback is on its way. We go to Jerez, qualify on the front row without too much of a hassle and get a bad start, and (Nobuatsu) Aoki got in the back of me. But the lap times were good coming through the pack. Then we dropped a plug and fell back to 13th. And that was the race where Mick crashed.

I was happy after that race because I proved that we were in Europe and I ran up front and had a shot to win and didn't give up. But everything changed with Mick's crash.

All winter, I'd prepared to beat one guy - Mick Doohan. My mental and physical training, my testing, everything revolved around beating Mick. Then, when he crashed, I had to change my thinking entirely. I had to think about beating someone else - Alex Criville. It was a whole other way of thinking that I wasn't ready for.

On top of that, the pace of development in 500cc Grand Prix racing is the highest in the world. So once we got back to Europe, everyone had stepped it up a bit. One of the problems I faced early on is that I won two GPs and no one expected me to do it. The bike was perfect. When we got to Europe, I realized that if you don't get your motorcycle 100 percent right, there's three of four guys on Hondas that will leave you behind.

The next race in France, basically, I was out for blood and I wanted to get back to winning the races and get the championship lead back. I was only down by a couple there. I should've settled for second. I learned a big lesson.

I had a lot of warnings that race and I pushed the front that lap coming onto the back straight, going into one and two, enough to fall down. I was on top of it and I had a lot of feel with the bike. I just didn't have the necessary grip. I was able to pick it up there and accelerate out of the corner. I was running in very cautious mode as far as expecting something to happen pushing the front. I had my guard up quite a bit. When I pushed the front in the last corner, maybe I reacted too quickly and I saved the front too much and the rear came around and high-sided us off.

The biggest problem we're having is that there's a little bit of a lag in the powerband. You open the throttle and the powerband lags when you're trying to spin the back wheel, so the front tends to oversteer a little. It's something Suzuki's working on and we have some new parts to test right after the GP at Czecho.

We know we're down on power. But Suzuki's very happy because they know what we need to work on, and we have a solid base. We made about half the steps we need to in the suspension for Germany. It was one of the first races since Malaysia that the bike stayed balanced the whole race. I could push the front equally as hard as I could push the rear. And when you have that, you ride with a certain flow and rhythm. You don't have to adjust a lot because of the bike doing something. The problem is that we've done half the work that we need to on the suspension; now the hard part is to get the other half.

We went to Showa with a totally different set of problems than they'd ever seen. We have totally different forces than the other bikes and we just need to improve the way that the suspension works, basically the dive rates and the way the bike rides in the corners. Right now, if I hit the brakes too hard or if I let up a little bit and am not as aggressive as the lap before, or if I'm too aggressive, it shows on the data and it overloads the front or it overloads the rear. This bike you have to be very, very precise with.

In my opinion, nobody else could have done what Warren and Suzuki have done this year. We came in and we've tried to keep our heads together. We stayed with a package and we haven't detoured from that. Suzuki has done an incredible job, if you think about it. You're talking about a company that didn't have the right combination for four years, five years, whatever it was, and they got bad advice from the riders they did have and got totally lost.

Here's an example: It makes a huge difference where the weight of our bodies are. You put a 5mm or 10mm pad on the gas tank and Warren Willing can see it on the data. It's that big of a change. Nobu (Aoki) has his seat 30mm farther back than I do, and Warren sees that, and Nobu has problems with steering because of that.

And that was the problem of doing so well in the two races: We hid the problems that we were having. Germany - that's a perfect example. We went to a track that we said, "Look, we don't have what we need to do the job, but this track should hide some of our problems." We got pole on Friday, I just concentrated on race setup mostly Saturday, and we won the race on Sunday. From the outside, it looks like we know what we're doing. The problem is that we still need to keep working on the problems we're improving. The problem is that we need to be able to do Germany at Czecho. We need to be able to do it at Hockenheim and Barcelona. We need to have no deficits.

Right now the Suzuki has some advantages on the other bikes. But we don't have enough advantages to make up for our disadvantages. We're just trying to equal out our advantages and disadvantages. Then we'll be able to make a consistent run on the other guys. And I think without Mick that's very possible. Everybody says that the Honda does this or does that, but Mick's still the guy who can ride it the fastest and the hardest and can develop the bike as well.

We've got Warren and we've got a great team structure that Garry Taylor put together. We need to improve acceleration and improve suspension, which is mainly front suspension, and then improve the weight, because we're still heavy by a good couple kilos.

The way I feel about the motorcycle and the way I feel about improvements that have to be made, I feel the same way about myself and the way I ride. Nobody ever asks me: What do you think you can do? What do you think you're going to ride like this year or what do you think you're going to ride like next year? I'm not where I need to be. I'm not a Mick Doohan yet, or what a Wayne Rainey was when my dad left, or an Eddie (Lawson). I need, and think I can still make, big improvements in my riding.

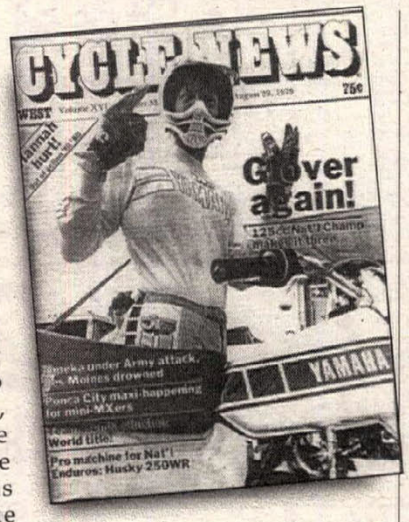
Cycle News *welcomes Kenny Roberts Jr. to its family of contributors. One of just two Americans in 500cc Grand Prix racing, Roberts will keep us updated throughout the rest of the season on his exploits. This is the first of those columns... Editor.* CN

Looking Back

30 YEARS AGO...
September 2, 1969

Jim Rice (BSA) piloted his Rocket III triple-cylindered dirt tracker to its first National win at the 15-mile National in Sedalia, Missouri. Triumph-mounted brothers **Chuck Palmgren** and **Larry Palmgren** ran in second and third place, respectively... Some 689 riders invaded the Salinas Rodeo Fairgrounds in Salinas, California, as the Salinas Elks and the Salinas Ramblers teamed up to put on the **World's Largest Sportsman Scrambles** for charity. The competition was fierce. In the 250cc Expert class, **Harry Dring** (Yam) was the winner, while **Kenny Roberts** (Bul) was 10th!... The **Lost Angels M.C.** was putting on TT scrambles at the Tijuana Autodromo, and **Frank Close** was the man doing the winning in the Open class... **Bultaco** ran an interesting ad for its Pursang line of motocross machines. "The Pursang has the most comfortable seat in the world," the ad read, "because more winners sit here than anywhere else!"

20 YEARS AGO...
AUGUST 29, 1979



The Latest Poop informed readers of the water skiing accident that ended the 1979 motocross season for **Bob Hannah**. It seems that Hannah was hanging out with pal Marty Tripes, skiing on the Colorado River near Blythe, California, when he hit something in the water and was launched onto the shore, suffering three compound fractures in the tibia and fibula bones of his left leg. There was no permanent damage... **Mark Barnett** (Suz) went 4-1 to win the battle at the Metrolina Speedway Park, North Carolina, round of the AMA 125cc National Championship MX Series, but **Broc Glover** went 5-3 to win the war, clinching his third consecutive AMA 125cc National MX title. In the 500cc National ranks, **Danny LaPorte** (Suz) and **Mike Bell** (Yam) were still going at it for the crown. Bell took the win at Metrolina, with LaPorte finishing second overall... **Mike Kidd** (H-D) won the Topeka, Kansas, Half Mile.

10 YEARS AGO...
AUGUST 23, 1989

Chris Carr (H-D) led every lap of the Peoria TT to claim his sixth win there as an Expert, and his first Grand National win of the year. **Scott Parker** (H-D) was second, and **Ronnie Jones** (Hon) was third... **John Kocinski** (Yam) clinched his third consecutive AMA 250cc GP championship by winning round seven of the series at Sears Point International Raceway in Sonoma, California. In 750cc Supersport action, **Scott Russell** (Suz) outran **Doug Chandler** (Kaw) and **Jamie James** (Suz) for the class win... **Kevin Schwantz** (Suz) won the British 500cc Grand Prix, and **Sito Pons** won the 250cc Grand Prix and also clinched the World 250cc Road Racing title... **Kawasaki** went the radical route with its 1990 KX motocross lineup, introducing works-bred perimeter frames to consumers... **Suzuki** and **Yamaha** also introduced their '90 MX models, preferring revision over revolution. CN

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All photos by Bert Shepard

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